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JOHN J. AUDUBON AND HIS VISIT TO IOWA

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We here present those portions of the diary of John James Audubon descriptive of what he saw on the western border of what is now the state of Iowa when he made the trip up the Missouri River in 1843. This journal carefully kept by Audubon from day to day as the journey proceeded was never given to the world in its entirety for over half a century after it was written. In *Audubon and His Journals*, by Maria R. Audubon, with zoological and other notes by Elliott Coues, published in 1897, it is said in the introduction to the journal of this trip: "This journey has been only briefly touched upon in former publications, and the entire record from August 16 until the return home was lost in the back of an old secretary from the time of Audubon's return in November, 1843, until August, 1896, when two of his granddaughters found it."¹

This diary is of unusual interest to Iowa people. Audubon was ever in quest of knowledge of wild animal and bird life, so in this diary we have the wild life of our own frontier of pioneer times described inimitably by a master observer of nature.

At the time he made this Missouri River trip in 1843, Audubon was sixty-three years old. He was born in Louisiana, near New Orleans. His father was a French admiral. His mother died when he was a small boy, and his father in his roving returned to France and remarried. The boy, John J., had the care of an indulgent stepmother. He early evinced a passionate love of birds and wild life, and so much preferred the woods to the schoolroom that his academic education was but poorly completed. His father gave him a farm in Pennsylvania near the Schuylkill River, where he lived for a time the life of a gentleman, but pursued his study of birds, and painted hundreds of

¹*Audubon and His Journals* by Maria R. Audubon, with zoological and other notes by Elliott Coues, Vol. I, p. 449.

specimens. Here he married an admirable young lady of the neighborhood. During the next immediate period he made futile attempts in commercial business in New York City and in Louisville and Henderson, Kentucky. But the restless nature-lover neglected business to roam the woods, collecting birds and making drawings of them. With his residence at Henderson, for fifteen years he traveled from the Great Lakes to Florida and from the Alleghanies to beyond the Mississippi, hunting new varieties of birds, and making life-size drawings of them. Having lost his fortune in commercial undertakings Mrs. Audubon heroically assisted in the support of the family and educated the two sons by private teaching, while Audubon, taking some time to teach drawing, music, and dancing, and to the painting of portraits, yet pursued his purpose of making a great collection of paintings of birds. In 1824, when forty-four years old, being urged to do so by ornithologists, he concluded to make an effort to have his writings and drawings published. The first volume of his *Birds of America* appeared in London in 1830. It contained 100 colored plates. Great scientists and eminent rulers soon became his friends. His sons took over the business management of the project and the long struggle against financial adversity was largely over. The work was completed in 1837 in four large folio volumes of colored engravings.

By 1842 Audubon acquired a pleasant home in the suburbs of New York City. For many years his thoughts had turned toward producing a work, *Quadrupeds of America*, for which he and his sons had been gathering material for some time. He had long wanted to go farther into the interior of the West, and although his family thought him too old to undertake such a journey, yet on March 11, 1843, at the age of sixty-three, he started for St. Louis, and went thence up the Missouri on the steamboat "Omega" of the American Fur Company.² The trip was undertaken, as he says, "solely for the sake of our work on the *Quadrupeds of America*."³ He was accompanied by Edward Harris, his friend of many years, John G. Bell as taxidermist, Isaac Sprague as artist, and Lewis Squires as secretary and assistant. All except Harris were engaged by Audubon. They went by railroad by way of Philadelphia and Baltimore as far as Cum-

²*Ibid.*, Vol. I, p. 72.

³*Ibid.*, Vol. I, p. 453.

berland, and by coaches from there to Wheeling. They then proceeded by steamboat from Wheeling to Louisville where they stayed four days, Audubon visiting friends of former years. They then departed on another steamer for St. Louis, reaching there March 28.

In a letter written from St. Louis March 29, 1843, Audubon says: "The weather has been bad ever since we left Baltimore. There we encountered a snowstorm that accompanid us all the way to this very spot, and at this moment the country is whitened with this precious, semi-congealed, heavenly dew. * * * We first encountered ice at Wheeling and it has floated down the Ohio all around us, as well as up the Mississippi to pleasant St. Louis, and such a steamer as we have come in from Louisville here! The very filthiest of all filthy old rat-traps I ever traveled in; and the fare worse, certainly much worse, and so scanty. * * * Our *compagnous de voyage*, about one hundred and fifty, were composed of Buckeyes, Wolverines, Suckers, Hoosiers, and gamblers, with drunkards of each and every denomination. * * * We are at the Glasgow Hotel, and will leave it the day after tomorrow, as it is too good for our purses, * * * \$9.00 per week."⁴

Audubon says: "My time at St. Louis would have been agreeable to any one fond of company, dinners, and parties; but of these matters I am not, though I did dine at three different houses. In fact, my time was spent procuring, arranging, and superintending the necessary objects for the comfort and utility of the party attached to my undertaking. * * * Captain Sire took me in a light wagon to see old Mr. Chouteau one afternoon, and I found the worthy old gentleman so kind and so full of information about the countries of the Indians that I returned to him a few days afterwards."⁵

On April 25 they left St. Louis on board the steamboat "Omega" of the American Fur Company, Audubon says, "with Mr. Sarpy on board, and a hundred and one trappers of all descriptions and nearly a dozen different nationalities, though the greater number were French Canadians, or Creoles of this state. Some were drunk, and many of that stupid mood which

⁴*Ibid.*, Vol. I, pp. 450-52.

⁵*Ibid.*, Vol. I, pp. 454-55.

follows a state of nervousness produced by drinking and over-excitement.

"Here is the scene that took place on board the 'Omega' at our departure, and what followed when the roll was called.

"First the general embarkation, when the men came in pushing and squeezing each other, so as to make the boards they walked upon fairly tremble. The Indians, poor souls, were more quiet, and had already seated or squatted themselves on the highest parts of the steamer, and were tranquil lookers-on. After about three quarters of an hour, the crew and all the trappers (these are called *engagés*) were on board, and we at once pushed off and up the stream, thick and muddy as it was. The whole of the effects and the baggage of the *engagés* was arranged in the main cabin, and presently was seen Mr. Sarpy, book in hand, with the list before him, wherefrom he gave the names of these *attachés*. The men whose names were called nearly filled the fore part of the cabin, where stood Mr. Sarpy, our captain, and one of the clerks. All awaited orders from Mr. Sarpy. As each man was called, and answered to his name, a blanket containing the apparel for the trip was handed to him, and he was ordered at once to retire and make room for the next. The outfit, by the way, was somewhat scanty, and of indifferent quality. Four men were missing, and some appeared rather reluctant; however, the roll was ended, and one hundred and one were found. In many instances their bundles were thrown to them, and they were ordered off as if slaves. I forgot to say that as the boat pushed off from the shore, where stood a crowd of loafers, the men on board had congregated upon the hurricane deck with their rifles and guns of various sorts, all loaded, and began to fire what I should call a very disorganized sort of a salute, which lasted for something like an hour, and which has been renewed at intervals, though in a more desultory manner, at every village we have passed."

That afternoon they entered the mouth of the Missouri River and reached St. Charles early on April 26. There Mr. Sarpy left them and returned to St. Louis. This was a rainy day. They saw a wild goose running on the shore and it was killed by Mr. Bell, the taxidermist, but the captain would not stop to pick it up, which caused Audubon to grieve for "the poor bird, dead uselessly." They now found their berths were "too thickly

inhabited" for them to sleep in, so they rolled up in their blankets and slept on deck.

April 27 was clear and cool. They saw a few gray squirrels and abundance of common partridges. About four that afternoon they passed the mouth of the Gasconade River. Audubon keeps noting in his diary every day the birds and animals he sees. They traveled all night and the next morning, April 28, they passed Jefferson City, which he thought a "poor place" with the exception of the State House and Penitentiary.

April 29 they were off at 5 in the morning, and stopped at Booneville at 9:00 A. M. There they bought "an axe, a saw, three files, and some wafers; also some chickens at one dollar a dozen."

Sunday, April 30, was cold and a gale from the north soon caused them to stop and wait until afternoon. Audubon, Bell, Harris, and Squires went ashore with their guns, and killed a good deal of game, among which was twenty-eight rabbits. They wounded a turkey hen, but failed to get it. They found the woods full of birds. The boat took on wood and proceeded in the afternoon. That day they passed the mouth of Grand River.

May 1 was a beautiful morning. Audubon was greatly interested in the pouched rat, or gopher, which was new to him, and at this point in his diary wrote down minute descriptions of the animal's habits and manner of work, most of which had been learned from Pierre Chouteau at his plantation near St. Louis. He fortunately secured four live specimens, kept them several days, watched them with great interest, and made drawings of them.

They arrived at Independence on May 2. Here they overtook the steamboat "John Auld" which had on board Father de Smet, a Jesuit priest, known for his labors among Indians in the Rocky Mountains, on the Columbia River, and other parts of the West. They ran all night and reached Fort Leavenworth the morning of May 3. On leaving that place, Audubon says they fairly entered the Indian country on the west side of the river, and saw many Indians in the woods and on the banks gazing at the boat as it passed. They grounded on a bar, had great difficulty, finally got off, and made fast for the night.

May 4 they made better progress. Audubon describes a large number of birds he and his party shot and secured, while the

steamer was aground the day before. May 5 they reached the Black Snake Hills settlement, which he describes as a beautiful site for a city, and predicts one will be there "some fifty years hence."⁶

May 6 brought a high wind, which soon caused them to tie up. The boat hands cut wood for firing and Audubon and his party obtained specimens of birds, squirrels, etc. After starting again and proceeding some distance they stopped and put off their Iowa Indians. Audubon says: "Our Sac Indian chief started at once across the prairie towards the hills, on his way to his wigwam, and we saw Indians on their way towards us, running on foot, and many on horseback, generally riding double on skins or on Spanish saddles. Even the squaws rode, and rode well too! We counted about eighty, amongst whom were a great number of youths of different ages. I was heartily glad our own squad of them left us here. I observed that though they had been absent from their friends and relatives, they never shook hands, or paid any attention to them. When the freight was taken in we proceeded, and the whole of the Indians followed along the shore at a good round run; those on horseback at times struck into a gallop. I saw more of these poor beings when we approached the landing, perched and seated on the promontories about, and many followed the boat to the landing. Here the goods were received, and Major Richardson came on board, and paid freight. He told us we were now in the country of the Fox Indians as well as that of the Iowas, that the number about him is over 1200, and that his district extends about seventy miles up the river."

On May 7 they ran about fifty miles seeing some fine prairie land. Sometime during the next day they passed the southwest point of the present boundary of Iowa, so now we quote the journal verbatim, following the style in spelling, capitalizing, hyphenating, etc., as given in the diary as edited by Elliott Coues, also giving the Coues footnotes:

May 8, Monday. A beautiful calm day; the country we saw was much the same as that we passed yesterday, and nothing of great importance took place except that at the wooding-place on the very verge of the State of Missouri (the northwest corner) Bell killed a Black Squirrel which friend Bachman has honored with the name of my son

⁶This later became St. Joseph, Missouri.—Editor.

John, *Sciurus Audubonii*.⁷ We are told that this species is not uncommon here. It was a good-sized adult male, and Sprague drew an outline of it. Harris shot another specimen of the new Finch. We saw Parakeets and many small birds, but nothing new or very rare. This evening I wrote a long letter to each house, John Bachman, Gideon B. Smith of Baltimore, and J. W. H. Page of New Bedford, with the hope of having them forwarded from the Council Bluffs.

May 9, Tuesday. Another fine day. After running until eleven o'clock we stopped to cut wood, and two Rose-breasted Grosbeaks were shot, a common Blue-bird, and a common Northern Titmouse. We saw White Pelicans, Geese, Ducks, etc. One of our trappers cut one of his feet dreadfully with his axe, and Harris, who is now the doctor, attended it as best he could. This afternoon we reached the famous establishment of Belle Vue⁸ where resides the brother of Mr. Sarpy of St. Louis, as well as the Indian Agent, or, as he might be more appropriately called, the Custom House officer. Neither were at home, both away on the Platte River about 300 miles off. We had a famous pack of rascally Indians awaiting our landing—filthy and half-starved. We landed some cargo for the establishment, and I saw a trick of the trade which made me laugh. Eight cords of wood were paid for with five tin cups of sugar and three of coffee—value at St. Louis about twenty-five cents. We have seen a Fish Hawk, Savannah Finch, Green-backed Swallows, Rough-winged Swallows, Martins, Parakeets, Black-headed Gulls, Blackbirds, and Cow-birds; I will repeat that the woods are fairly alive with House Wrens, Blue Herons, *Emberiza pallida*—Clay-colored Bunting of Swainson—Henslow's Bunting, Crow Blackbirds; and, more strange than all, two large cakes of ice were seen by our pilots and ourselves. I am very much fatigued and will finish the account of this day tomorrow. At Belle Vue we found the brother-in-law of old Provost, who acts as clerk in the absence of Mr. Sarpy. The store is no great affair, and yet I am told that they drive a good trade with Indians on the Platte River, and others, on this side of the Missouri. We unloaded some freight, and pushed off. We saw here the first plowing of the ground we have observed since we left the lower settlements near St. Louis. We very soon reached the post of Fort Croghan,⁹ so called after my old friend of that name with whom I hunted Raccoons on my father's plantation in Kentucky some thirty-eight years ago, and whose father and my own were well acquainted, and fought together in conjunction with George Washington and Lafayette, during the Revolutionary War, against "Merrie England." Here we found only a few soldiers, dragoons; their camp and officers having been forced to move

⁷Not a good species, but the dusky variety of the protean Western Fox Squirrel, *Sciurus ludovicianus*; for which see a previous note.—E. C.

⁸Or Bellevue, in what is now Sarpy County, Neb., on the right bank of the Missouri, a few miles above the mouth of the Platte.—E. C.

⁹Vicinity of present Omaha, Neb., and Council Bluffs, Iowa, but somewhat above these places. The present Council Bluffs, in Iowa, is considerably below the position of the original Council Bluff of Lewis and Clark, which Audubon presently notices. See *Lewis and Clark*, ed. of 1893, p. 66.—E. C.

across the prairie to the Bluffs, five miles. After we put out some freight for the sutler, we proceeded on until we stopped for the night a few miles above, on the same side of the river. The soldiers assured us that their parade ground, and so-called barracks, had been four feet under water, and we saw fair and sufficient evidence of this. At this place our pilot saw the first Yellow-headed Troupial we have met with. We landed for the night under trees by muddy deposits from the great overflow of this reason. I slept soundly, and have this morning, May 10, written this.

May 10, Wednesday. The morning was fine, and we were under way at daylight; but a party of dragoons, headed by a lieutenant, had left their camp four miles distant from our anchorage at the same time, and reached the shore before we had proceeded far; they fired a couple of rifle shots ahead of us, and we brought to at once. The young officer came on board, and presented a letter from his commander, Captain Burgwin, from which we found that we had to have our cargo examined. Our captain¹⁰ was glad of it, and so were we all; for, finding that it would take several hours, we at once ate our breakfast, and made ready to go ashore. I showed my credentials and orders from the Government, Major Mitchell of St. Louis, etc., and I was therefore immediately settled comfortably. I desired to go to see the commanding officer, and the lieutenant very politely sent us there on horseback, guided by an old dragoon of considerable respectability. I was mounted on a young white horse, Spanish saddle with holsters, and we proceeded across the prairie towards the Bluff and the camp. My guide was anxious to take a short cut, and took me across several bayous, one of which was really up to the saddle; but we crossed that, and coming to another we found it so miry, that his horse wheeled after two or three steps, whilst I was looking at him before starting myself; for you all well know that an old traveller is, and must be, prudent. We now had to retrace our steps till we reached the very tracks that the squad sent after us in the morning had taken, and at last we reached the foot of the Bluffs, when my guide asked me if I "could ride at a gallop," to which not answering him, but starting at once at a round run, I neatly passed him ere his horse was well at the pace; on we went, and in a few minutes we entered a beautiful dell or valley, and were in sight of the encamp-

¹⁰The journals of Captain Joseph A. Sire, from 1841 to 1848, are extant, and at present in the possession of Captain Joseph La Barge, who has permitted them to be examined by Captain Chittenden. The latter informs us of an interesting entry at date of May 10, 1843, regarding the incident of the military inspection of the "Omega" for contraband liquor, of which Audubon speaks. But the inside history of how cleverly Captain Sire outwitted the military does not appear from the following innocent passage: "*Mercrèdi, 10 May.* Nous venons tres bien jusqu'aux cotes a Hart, ou, a sept heures, nous sommes par un officier de dragons de mettre a terre. Je recois une note polie du Capt. Burgwin m'informant que son devoir l'oblige de faire visiter le bateau. Aussitot nous nous mettons a l'ouvrage, et pendant ce temps M. Audubon va faire une visite au Capitaine. Ils reviennent ensemble deux heures apres. Je force en quelque sorte l'officier a faire une recherche aussi stricte que possible, mais a la condition qu'il en fera de meme avec les autres traiteurs." The two precious hours of Audubon's visit were utilized by the clever captain in so arranging the cargo that no liquor should be found on board by Captain Burgwin.—E. C.

ment. We reached this in a trice, and rode between two lines of pitched tents to one at the end, where I dismounted, and met Captain Burgwin,¹¹ a young man, brought up at West Point, with whom I was on excellent and friendly terms in less time than it has taken me to write this account of our meeting. I showed him my credentials, at which he smiled, and politely assured me that I was too well known throughout our country to need any letters. While seated in front of his tent, I heard the note of a bird new to me, and as it proceeded from a tree above our heads, I looked up and saw the first Yellow-headed Troupial alive that ever came across my own migrations. The captain thought me probably crazy, as I thought Rafinesque when he was at Henderson; for I suddenly started, shot at the bird, and killed it. Afterwards I shot three more at one shot, but only one female amid hundreds of these Yellow-headed Blackbirds. They are quite abundant here, feeding on the surplus grain that drops from the horses' troughs; they walked under, and around the horses, with as much confidence as if anywhere else. When they rose, they generally flew to the very tops of the tallest trees, and there, swelling their throats, partially spreading their wings and tail, they issue their croaking note, which is a compound, not to be mistaken, between that of the Crow Blackbird and that of the Red-winged Starling. After I had fired at them twice they became quite shy, and all of them flew off to the prairies. I saw then two Magpies¹² in a cage, that had been caught in nooses, by the legs; and their actions, voice, and general looks, assured me as much as ever, that they are the very same species as that found in Europe. Prairie Wolves are extremely abundant hereabouts. They are so daring that they come into the camp both by day and by night; we found their burrows in the banks and in the prairie, and had I come here yesterday I should have had a superb specimen killed here, but which was devoured by the hogs belonging to the establishment. The captain and the doctor—Madison¹³ by name—returned with us to the boat, and we saw many more Yellow-headed Troupials. The high Bluffs back of the prairie are destitute of stones. On my way there I saw abundance of Gopher hills, two Geese paired, two Yellow-crowned Herons, Red-winged Starlings, Cowbirds, common Crow Blackbirds, a great number of Baltimore Orioles, a Swallow-tailed Hawk, Yellow Red-poll Warbler, Field Sparrow, and Chipping Sparrow. Sprague killed another of the beautiful Finch.¹⁴ Robins are very scarce,

¹¹John Henry K. Burgwin, cadet at West Point in 1828; in 1843 captain of the 1st Dragoons. He died Feb. 7, 1847, of wounds received three days before in the assault on Pueblo de Taos, New Mexico.—E. C.

¹²The question of the specific identity of the American and European Magpies has been much discussed. Ornithologists now generally compromise the case by considering our bird to be subspecifically distinct, under the name of *Pica pica hudsonica*.—E. C.

¹³No doubt Thomas C. Madison of Virginia, appointed Assist. Surg., U. S. A., Feb. 27, 1840. He served as a surgeon of the Confederacy during our Civil War, and died Nov. 7, 1866.—E. C.

¹⁴Concerning the Finch Audubon says in his journal of May 4 when the party was a little above Fort Leavenworth, "Bell shot one Lincoln's Finch—strange place for it, when it breeds so far north as Labrador," and Coues says in a footnote concerning it, "Apparently the very first intimation we have of the beautiful Finch which Audubon dedicated to Harris as *Fringilla harrissii*, * * *"

Parrakeets and Wild Turkeys plentiful. The officers came on board, and we treated them as hospitably as we could; they ate their lunch with us, and are themselves almost destitute of provisions. Last July the captain sent twenty dragoons and as many Indians on a hunt for Buffaloes. During the hunt they killed 51 Buffaloes, 104 Deer, and 10 Elks, within 80 miles of the camp. The Sioux Indians are great enemies to the Potawatamies, and very frequently kill several of the latter in their predatory excursions against them. This kind of warfare has rendered the Potawatamies very cowardly, which is quite a remarkable change from their previous valor and daring. Bell collected six different species of shells, and found a large lump of pumice stone which does float on the water. We left our anchorage (which means tied to the shore) at twelve o'clock, and about sunset we did pass the real Council Bluffs.¹⁵ Here, however, the bed of the river is utterly changed, though you may yet see that which is now called the Old Missouri. The Bluffs stand, truly speaking, on a beautiful bank almost forty feet above the water, and run off on a rich prairie, to the hills in the background in a gentle slope, that renders the whole place a fine and very remarkable spot. We tied up for the night about three miles above them, and all hands went ashore to cut wood, which begins to be somewhat scarce, of a good quality. Our captain cut and left several cords of green wood for his return trip, at this place; Harris and Bell went on shore, and saw several Bats, and three Turkeys. This afternoon a Deer was seen scampering across the prairies until quite out of sight. Wild-gooseberry bushes are very abundant, and the fruit is said to be very good.

May 11, Thursday. We had a night of rain, thunder, and heavy wind from the northeast, and we did not start this morning till seven o'clock, therefore had a late breakfast. There was a bright blood-red streak in the horizon at four o'clock that looked forbidding, but the weather changed as we proceeded, with, however, showers of rain at various intervals during the day. We have now come to a portion of the river more crooked than any we have passed; the shores on both sides are evidently lower, and the hills that curtain the distance are further from the shores, and the intervening space is mostly prairie, more or less overflowed. We have seen one Wolf on a sand-bar, seeking for food, perhaps dead fish. The actions were precisely those of a cur dog with a long tail, and the bellowing sound of the engine did not seem to disturb him. He trotted on parallel to the boat for about one mile,

¹⁵Council Bluff, so named by Lewis and Clark on Aug. 3, 1804, on which day they and their followers, with a number of Indians, including six chiefs, held a council here, to make terms with the Otoe and Missouri Indians. The account of the meeting ends thus: "The incident just related induced us to give to this place the name of the Council-bluff; the situation of it is exceedingly favorable for a fort and trading factory, as the soil is well calculated for bricks, there is an abundance of wood in the neighborhood, and the air is pure and healthy." In a footnote Dr. Coues says: "It was later the site of Fort Calhoun in the present Washington Co., Neb. We must also remember, in attempting to fix this spot, how much the Missouri has altered its course since 1804." (*Expedition of Lewis and Clark*, 1893, p. 63.)

when we landed to cut drift-wood. Bell, Harris, and I went on shore to try to have a shot at him. He was what is called a brindle-colored Wolf,¹⁶ of the common size. One hundred trappers, however, with their axes at work, in a few moments rather stopped his progress, and when he saw us coming, he turned back on his track, and trotted off, but Bell shot a very small load in the air to see the effect it would produce. The fellow took two or three leaps, stopped, looked at us for a moment, and then started on a gentle gallop. When I overtook his tracks they appeared small, and more rounded than usual. I saw several tracks at the same time, therefore more than one had traveled over this great sandy and muddy bar last night, if not this morning. I lost sight of him behind some large piles of drift-wood, and could see him no more. Turkey-buzzards were on the bar, and I thought that I should have found some dead carcass; but on reaching the spot, nothing was there. A fine large Raven passed at one hundred yards from us, but I did not shoot. Bell found a few small shells, and Harris shot a Yellow-rumped Warbler. We have seen several White Pelicans, Geese, Black-headed Gulls, and Green-backed Swallows, but nothing new. The night is cloudy and intimates more rain. We are fast to a willowed shore, and are preparing lines to try our luck at catching a Catfish or so. I was astonished to find how much stiffened I was this morning, from the exercise I took on horseback yesterday, and think that now it would take me a week, at least, to accustom my body to riding as I was wont to do twenty years ago. The timber is becoming more scarce as we proceed, and I greatly fear that our only opportunities of securing wood will be those afforded us by that drifted on the bars.

May 12, Friday. The morning was foggy, thick, and calm. We passed the river called the *Sioux Pictout*,¹⁷ a small stream formerly abounding with Beavers, Otters, Muskrats, etc., but now quite destitute of any of these creatures. On going along the banks bordering a long and wide prairie, thick with willows and other small brush-wood, we saw four Black-tailed Deer¹⁸ immediately on the bank; they trotted away without appearing to be much alarmed; after a few hundred yards, the two

¹⁶This Wolf is to be distinguished from the Prairie Wolf, *Canis latrans*, which Audubon has already mentioned. It is the common large Wolf of North America, of which Audubon has much to say in the sequel; and wherever he speaks of "Wolves" without specification, we are to understand that this is the animal meant. It occurs in several different color-variations, from quite blackish through different reddish and brindled grayish shades to nearly white. The variety above mentioned is that named by Dr. Richardson *griseo-albus*, commonly known in the West as the Buffalo Wolf and the Timber Wolf. Mr. Thomas Say named one of the dark varieties *Canis nubilus* in 1823; and naturalists who consider the American Wolf to be specifically distinct from *Canis lupus* of Europe now generally name the brindled variety *C. nubilus griseo-albus*.—E. C.

¹⁷Little Sioux River of present geography, in Harrison Co., Iowa; see Lewis and Clark, ed. of 1893, p. 69.—E. C.

¹⁸Otherwise known as the Mule Deer, from the great size of the ears, and the peculiar shape of the tail, which is white with a black tuft at the tip, and suggests that of a Mule. It is a fine large species, next to the Elk or Wapiti in stature, and first became generally known from the expedition of Lewis and Clark. It is the *Cervus macrotis* of Say, figured and described under this name by Aud. and Bach. Quad. N. A. ii., 1851, p. 206, pl. 78, and commonly called by later naturalists *Caracus macrotis*. But its first scientific designation is *Damelaphus hemionus*, given by C. S. Rafinesque in 1817.—E. C.

largest, probably males, raised themselves on their hind feet and pawed at each other, after the manner of stallions. They trotted off again, stopping often, but after awhile disappeared; we saw them again some hundreds of yards farther on, when, becoming suddenly alarmed, they bounded off until out of sight. They did not trot or run irregularly as our Virginia Deer does, and their color was of a brownish cast, whilst our common Deer at this season is red. Could we have gone ashore, we might in all probability have killed one or two of them. We stopped to cut wood on the opposite side of the river, where we went on shore, and there saw many tracks of Deer, Elk, Wolves, and Turkeys. In attempting to cross a muddy place to shoot at some Yellow-headed Troupials that were abundant, I found myself almost mired, and returned with difficulty. We only shot a Blackburnian Warbler, a Yellow-winged ditto, and a few Finches. We have seen more Geese than usual as well as Mallards and Wood Ducks. This afternoon the weather cleared up, and a while before sunset we passed under Wood's Bluffs,¹⁹ so called because a man of that name fell overboard from his boat while drunk. We saw there many Bank Swallows, and afterwards we came in view of the Blackbird Hill,²⁰ where the famous Indian chief of that name was buried, at his request, on his horse, whilst the animal

¹⁹Wood's Bluff has long ceased to be known by this name, but there is no doubt from what Audubon next says of Blackbird Hill, that the bluff in question is that on the west or right bank of the river, at and near Decatur, Burt Co., Neb.; the line between Burt and Blackbird counties cuts through the bluff, leaving most of it in the latter county. See *Lewis and Clark*, ed. of 1893, p. 71, date of Aug. 10, 1804, where "a cliff of yellow stone on the left" is mentioned. This is Wood's Bluff; the situation is 750 miles up the river by the Commission Charts.—E. C.

²⁰Blackbird Hill. "Aug. 11 [1804] . . . We halted on the south side for the purpose of examining a spot where one of the great chiefs of the Mahas [Omahas], named Blackbird, who died about four years ago, of the smallpox, was buried. A hill of yellow soft sandstone rises from the river in bluffs of various heights, till it ends in a knoll about 300 feet above the water; on the top of this a mound, of twelve feet diameter at the base, and six feet high, is raised over the body of the deceased king, a pole about eight feet high is fixed on the center, on which we placed a white flag, bordered with red, blue and white. Blackbird seems to have been a person of great consideration, for ever since his death he has been supplied with provisions, from time to time, by the superstitious regard of the Mahas." (*Expedition of Lewis and Clark*, by Elliott Coates, 1893, p. 71.)

"The 7th of May (1833) we reached the chain of hills on the left bank; . . . these are called Wood's Hills, and do not extend very far. On one of them we saw a small conical mound, which is the grave of the celebrated Omaha chief Wasinga-Sabba (the Blackbird). In James' *Narrative of Major Long's Expedition*, is a circumstantial account of this remarkable and powerful chief, who was a friend to the white man; he contrived, by means of arsenic, to make himself feared and dreaded, and passed for a magician. . . . An epidemical smallpox carried him off, with a great part of his nation, in 1800, and he was buried, sitting upright, upon a live mule, at the top of a green hill on Wakonda Creek. When dying he gave orders they should bury him on that hill, with his face turned to the country of the whites." (*Travels in North America*, Maximilian, Prince of Wied.)

Irving, in chap. xvi. of *Astoria*, gives a long account of Blackbird, based on Bradbury and Brackenbridge, but places his death in 1802 incorrectly; and ends: "The Missouri washes the base of the promontory, and after winding and doubling in many links and mazes, returns to within nine hundred yards of its starting place; so that for thirty miles the voyager finds himself continually near to this singular promontory, as if spell bound. It was the dying command of Blackbird, that his tomb should be on the summit of this hill, in which he should be interred, seated on his favorite horse, that he might overlook his ancient domain, and behold the backs of the white men as they came up from the river to trade with his people."

was alive. We are now fast to the shore opposite this famed bluff. We cut good ash wood this day, and have made a tolerable run, say forty miles.

Saturday, May 13. This morning was extremely foggy, although I could plainly see the orb of day trying to force its way through the haze. While this lasted all hands were engaged in cutting wood, and we did not leave our fastening-place till seven, to the great grief of our commander. During the wood-cutting, Bell walked to the top of the hills, and shot two Lark Buntings, males, and a Lincoln's Finch. After awhile we passed under some beautiful bluffs surmounted by many cedars, and these bluffs were composed of fine white sandstone, of a soft texture, but very beautiful to the eye. In several places along the bluffs we saw clusters of nests of Swallows, which we all looked upon as those of the Cliff Swallow, although I saw not one of the birds. We stopped again to cut wood, for our opportunities are not now very convenient. Went out, but only shot a fine large Turkey-hen, which I brought down on the wing at about forty yards. It ran very swiftly, however, and had not Harris' dog come to our assistance, we might have lost it. As it was, however, the dog pointed, and Harris shot it, with my small shot-gun, whilst I was squatted on the ground amid a parcel of low bushes. I was astonished to see how many of the large shot I had put into her body. This hen weighed $11\frac{3}{4}$ pounds. She had a nest, no doubt, but we could not find it. We saw a good number of Geese, though fewer than yesterday; Ducks also. We passed many fine prairies, and in one place I was surprised to see the richness of the bottom lands. We saw this morning eleven Indians of the Omaha tribe. They made signals for us to land, but our captain never heeded them, for he hates the red-skins as most men hate the devil. One of them fired a gun, the group had only one, and some ran along the shore for nearly two miles, particularly one old gentleman who persevered until we came to such bluff shores as calmed down his spirits. In another place we saw one seated on a log, close by the frame of a canoe; but he looked surley, and never altered his position as we passed. The frame of this boat resembled an ordinary canoe. It is formed by both sticks giving a half circle; the upper edges are fastened together by a long stick, as well as the center of the bottom. Outside of this stretches a Buffalo skin without the hair on; it is said to make a light and safe craft to cross even the turbid, rapid stream—the Missouri. By simply looking at them, one may suppose that they are sufficiently large to carry two or three persons. On a sand-bar afterwards we saw three more Indians, also with a canoe frame, but we only interchanged the common yells usual on such occasions. They looked as destitute and as hungry as if they had not eaten for a week, and no doubt would have given much for a bottle of whiskey. At our last landing for wood-cutting, we also went on shore, but shot nothing, not even took aim at a bird; and there was an Indian with a flint-lock rifle, who came on board and stared until we

left, when he went off with a little tobacco. I pity these poor beings from my heart! This evening we came to the burial-ground bluff of Sergeant Floyd,²¹ one of the companions of the never-to-be-forgotten expedition of Lewis and Clark, over the Rocky Mountains, to the Pacific Ocean. A few minutes afterwards, before coming to Floyd's Creek, we started several Turkey-cocks from their roost, and had we been on shore could have accounted for more than one of them. The prairies are becoming more common and more elevated; we have seen more ever-greens this day than we have done for two weeks at least. This evening is dark and rainy, with lightning and some distant thunder, and we have entered the mouth of the Big Sioux River,²² where we are fastened for the night. This is a clear stream and abounds with fish, and on one of the branches of this river is found the famous red clay, of which the precious pipes, or calumets are manufactured. We will try to procure some on our return homeward. It is late; had the weather been clear, and the moon, which is full, shining, it was our intention to go ashore, to try to shoot Wild Turkeys; but as it is pouring down rain, and as dark as pitch, we have thrown our lines overboard and perhaps may catch a fish. We hope to reach Vermilion River day after tomorrow. We saw abundance of the birds which I have before enumerated.

After leaving the point where the Big Sioux enters the Missouri, and where the latter stream no longer marks the western boundary of the present state of Iowa, the boat proceeded up the Missouri past Fort Pierre, Mandan, and to the mouth of the Yellowstone River, near the northwest corner of what is now

²¹"Aug. 20, 1804. Here we had the misfortune to lose one of our sergeants, Charles Floyd. . . . He was buried on the top of the bluff with the honors due to a brave soldier; the place of his interment was marked by a cedar post, on which his name and the day of his death were inscribed." (*Expedition of Lewis and Clark*, by Elliott Cones, p. 79.)

"On the following day [May 8, 1833] we came to Floyd's grave, where the sergeant of that name was buried by Lewis and Clark. The bank on either side is low. The left is covered with poplars; on the right, behind the wood, rises a hill like the roof of a building, at the top of which Floyd is buried. A short stick marks the place where he is laid, and has often been renewed by travellers, when the fires in the prairie have destroyed it." (*Travels in North America*, p. 134, Maximilian, Prince of Wied.)—M. R. A.

Floyd's grave became a landmark for many years, and is noticed by most of the travellers who have written of voyaging on the Missouri. In 1857 the river washed away the face of the bluff to such an extent that the remains were exposed. These were gathered and reburied about 200 yards further back on the same bluff. This new grave became obliterated in the course of time, but in 1895 it was rediscovered after careful search. The bones were exhumed by a committee of citizens of Sioux City; and on Aug. 20 of that year, the 91st anniversary of Floyd's death, were reburied in the same spot with imposing ceremonies, attended by a concourse of several hundred persons. A large flat stone slab, with suitable inscription, now marks the spot, and the Floyd Memorial Association, which was formed at the time of the third burial, proposes to erect a monument to Floyd in a park to be established on the bluff.—E. C.

²²Which separates Iowa from South Dakota. Here the Missouri ceases to separate Nebraska from Iowa, and begins to separate Nebraska from South Dakota. Audubon is therefore at the point where these three states come together. He is also just on the edge of Sioux City, Iowa, which extends along the left bank of the Missouri from the vicinity of Floyd's Bluff to the Big Sioux River.—E. C.

North Dakota. Every day Audubon and his party were alert in observing wild life and in securing specimens for mounting. They reached Fort Union, which was on the north side of the Missouri six miles above the mouth of the Yellowstone, on June 12, forty-eight days after leaving St. Louis. They remained at Fort Union two months, took many side trips, up the Yellowstone, up the Missouri, and into the surrounding country, had interesting experiences killing buffaloes, bears, elks, deer, and other game, met Indians of different tribes, and lived much in the open. Audubon kept his journal faithfully and wrote fascinatingly of the life among the hunters, trappers and Indians.

They built a flat boat forty feet long, loaded their hides and specimens, and on August 16 started on their homeward trip. Their food was largely fish which they caught and wild fowls and wild animals which they killed as needed. They traveled slowly, and camped on the river bank at nights. By September 8 they reached Fort Pierre where they exchanged their boat for a larger one. After remaining there until September 14, they resumed their journey. On October 1 they reached the mouth of the Sioux River, the present boundary of Iowa, and we now quote from the journal as written during their trip down to the Missouri boundary:

Sunday, October 1. The wind changed, and lulled before morning, so we left at a quarter past six. The skies looked rather better, nevertheless we had several showers. Passed the [Big] Sioux River at twenty minutes past eleven. Heard a Pileated Woodpecker, and saw Fish Crows. Geese very abundant. Landed below the Sioux River to shoot Turkeys, having seen a large male on the bluffs. Bell killed a hen, and Harris two young birds; these will keep us going some days. Stopped again by the wind opposite Floyd's grave; started again and ran about four miles, when we were obliged to land in a rascally place at twelve o'clock. Had hail and rain at intervals. Camped at the mouth of the Omaha River, six miles from the village. The wild Geese are innumerable. The wind has ceased and stars are shining.

Monday, 2d. Beautiful but *cold*. The water has risen nine inches, and we travel well. Started early. Stopped at eight by the wind at a vile place, but plenty of Jerusalem artichokes, which we tried and found very good. Started again at three, and made a good run till sundown, when we found a fair camping-place, and made our supper from excellent young Geese.

Tuesday, 3d. A beautiful calm morning; we started early. Saw three Deer on the bank. A Prairie Wolf travelled on the shore beside us for

a long time before he found a place to get up on the prairie. Plenty of Sandhill Cranes were seen as we passed the Little Sioux River. Saw three more Deer, another Wolf, two Swans, several Pelicans, and abundance of Geese and Ducks. Passed Soldier River at two o'clock. We were caught by a snag that scraped and tore us a little. Had we been two feet nearer, it would have ruined our barge. We passed through a very swift cut-off, most difficult of entrance. We have run eighty-two miles and encamped at the mouth of the cut-off, near the old bluffs. Killed two Mallards; the Geese and Ducks are abundant beyond description. Brag, Harris' dog, stole and hid all the meat that had been cooked for our supper.

Wednesday, 4th. Cloudy and coldish. Left early and can't find my pocket knife, which I fear I have lost. We were stopped by the wind at Cabane Bluffs, about twenty miles above Fort Croghan; we all hunted, with only fair results. Saw some hazel bushes, and some black walnuts. Wind-bound till night, and nothing done.

Thursday, 5th. Blew hard all night, but a clear and beautiful sunrise. Started early, but stopped by the wind at eight. Bell, Harris, and Squires have started off for Fort Croghan. As there was every appearance of rain we left at three and reached the fort about half-past four. Found all well, and were most kindly received. We were presented with some green corn, and had a quantity of bread made, also bought thirteen eggs from an Indian for twenty-five cents. Honey bees are found here, and do well, but none are seen above this place. I had an unexpected slide on the bank, as it had rained this afternoon; and Squires had also one at twelve in the night, when he and Harris with Sprague came to the boat after having played whist up to that hour.

Friday, 6th. Some rain and thunder last night. A tolerable day. Breakfast at the camp, and left at half-past eight. Our man Michaux was passed over to the officer's boat, to steer them down to Fort Leavenworth, where they are ordered, but we are to keep in company, and he is to cook for us at night. The whole station here is broken up, and Captain Burgwin²³ leaves in a few hours by land with the dragoons, horses, etc. Stopped at Belle Vue at nine, and had a kind reception; bought 6 lbs. coffee, 13 eggs, 2 lbs. butter, and some black pepper. Abundance of Indians, of four different nations. Major Miller, the agent, is a good man for this place. Left again at eleven. A fine day. Passed the Platte and its hundreds of snags, at a quarter past one, and stopped for the men to dine. The stream quite full, and we saw some squaws on the bar, the village was in sight. Killed two Pelicans, but only got one. Encamped about thirty miles below Fort Croghan. Lieutenant Carleton supped with us, and we had a rubber of whist.

Saturday, 7th. Fine night, and fine morning. Started too early, while yet dark, and got on a bar. Passed McPherson's, the first house in the state of Missouri, at eight o'clock. Bell skinned the young of *Fringilla*

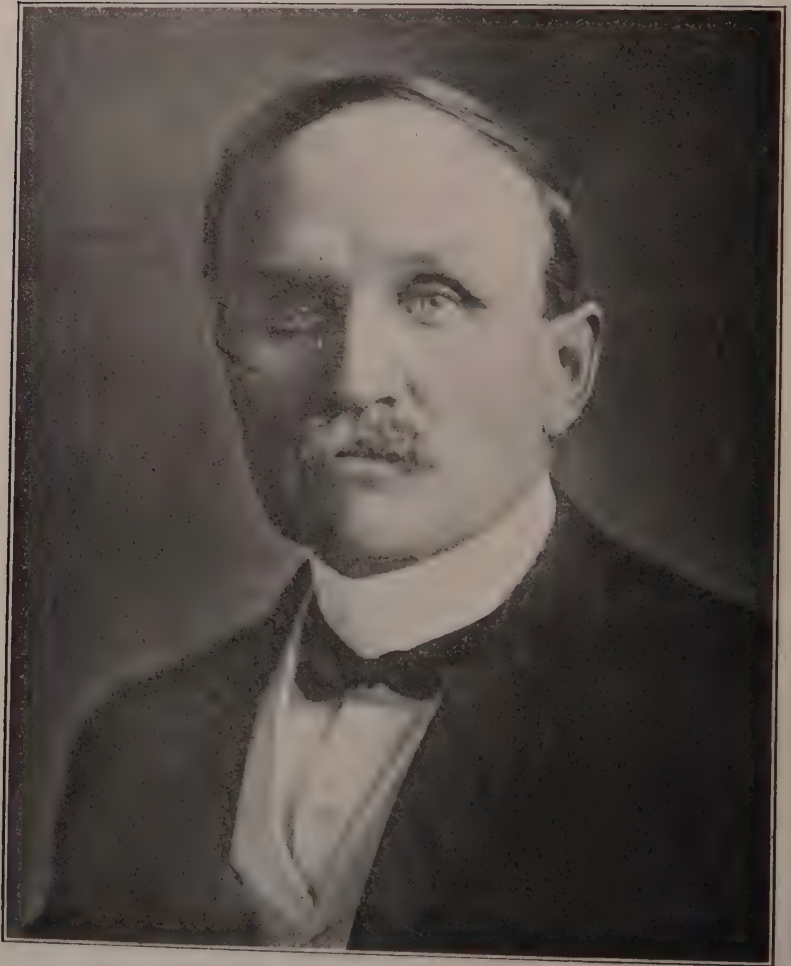
²³J. H. Burgwin. See a previous note, date of May 10,

harrisi. Lieutenant Carleton came on board to breakfast with us—a fine companion and a perfect gentleman. Indian war-whoops were heard by him and his men whilst embarking this morning after we left. We encamped at the mouth of Nishnebettana, a fine, clear stream. Went to the house of Mr. Beaumont, who has a pretty wife. We made a fine run of sixty or seventy miles.

The party passed Fort Leavenworth on the 10th and Independence on the 11th. Audubon complains of the beef they bought at New Brunswick on the 13th, saying that although it was excellent beef, it was very inferior to buffalo. They passed Jefferson City on the 16th and saw twenty-four deer not far below there. They reached St. Louis on the 19th. Audubon went by steamer from there and reached home near New York on November 6, 1843.

HUNTERS IN 1843 BUTCHERING BUFFALO

I have not given the particular manner in which the latter [butchering buffalo] is performed by the hunters of this country—I means the white hunters—and I will now try to do so. The moment that the buffalo is dead, three or four hunters, their faces and hands often covered with gunpowder, and with pipes lighted, place the animal on its belly, and by drawing out each fore and hind leg, fix the body so that it cannot fall down again; an incision is made near the root of the tail, immediately above the root in fact, and the skin cut to the neck, and taken off in the roughest manner imaginable, downwards and on both sides at the same time. The knives are going in all directions, and many wounds occur in the hands and fingers, but are rarely attended to at this time. The pipe of one man has perhaps given out, and with his bloody hands he takes the one of his nearest companion, who has his own hands equally bloody. Now one breaks in the skull of the bull, and with bloody fingers draws out the hot brains and swallows them with peculiar zest; another has now reached the liver, and is gobbling down enormous pieces of it; whilst, perhaps, a third who has come to the paunch, is feeding luxuriously on some—to me—disgusting-looking offal. But the main business proceeds.—*Journal of J. J. Audubon*, with notes by Cores, Vol I, p. 141.



GEORGE WORTH SCHEE

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By J. L. E. PECK

George Worth Schee was born near Alexandria, Missouri, June 15, 1847, and died in National City, California, February 9, 1926. His parents were Arnold and Martha Schee. He became an orphan when a small boy, and was raised in the family of an uncle in Mahaska County, Iowa, coming to them in 1861. He enlisted in Company C, Thirty-third Iowa Infantry, March 21, 1864. On July 12, 1865, he was transferred to the Thirty-fourth and Thirty-eighth Consolidated Iowa Infantry, and was mustered out August 15, 1865, at Houston, Texas. He was married October 1, 1877, to Miss Lizzie A. Dunning. They had three children, William S., Aloha May, and George A.

He was a remarkable man with diversified talents and engaged in many pursuits. During all his life he was an extensive tourist traveler, and all the time hunting business. He "saw America first," and then "saw America last." Mexico, Hawaii, and Panama were the only foreign countries in which he traveled. He occupied tourist apartments, however, at periods in over half the states in the Union, until it was humorously said in his his own town that he resided in the United States. His earlier years were mainly occupied in farming, school-teaching, homesteading, and boring wells on the then prairie for the old homesteaders. He went through all the pioneer hardships and experiences of the prairie pioneer.

His county, O'Brien, had been farmed like many new Iowa counties, by a set of debt swindlers, and was submerged in fraudulent debts for pretended expenses in the sum of about \$175,000, not large for our older counties, was all but fatal for a pioneer county. Two-thirds of this debt had been put into judgment in the United States courts, where they could not be opened up or set aside. Many similar counties tried repudiation and contest, but for said reasons had to pay in the end.

In 1875 he was elected auditor of O'Brien County on this issue. He contended that while it was all very unjust, that for reasons stated payment was the only road out, and that repudiation would injure the future of the county.

He, with Reiniger & Balch, bankers at Charles City, Iowa, financed and managed its refunding in the issue of needed bonds of \$200,000, and by paying off the difference with other accumulated funds, and by contesting successfully the worst portions, and also reducing the rate of interest by one-third, and later by half. This brought him to public notice.

Commencing near the time he left this office of county auditor he engaged in the land business, not as a land agent but in buying, owning and selling on a large scale. In the quite early days he organized and became an official in some eight separate banks, and three large loan and investment companies, and was very successful in investments on various lines.

While he bought and sold many thousands of acres of land in his time, he at one time owned some 3,000 acres in Iowa and about 1,000 acres in Minnesota. At one time over forty years ago he farmed a large acreage in wheat in California. In fact during fifty years he has averaged over 1,000 acres in actual farming per year.

One of his loan and investment companies was in Idaho, and two in Iowa. At sundry times he was the owner of stores and stocks of goods and merchandise of various kinds which he conducted. He owned stock in a bank in Mexico City at one time.

In the pioneer schoolhouse lyceums he had taken a considerable part, and became very skillful in parliamentary law, not only in the lyceums but in the county conventions. This brought him into larger politics. He was elected from his county to the state legislatures in 1883 and 1885, and again in 1908 and 1910, serving in the Twentieth, Twenty-first, and Thirty-third and Thirty-fourth general assemblies. They all knew he was there, and many bills were passed or rejected on his organizations of members for or against. He occupied the speaker's chair far more than the average members. He was a scrapper in the all around sense.

While in the state legislature as a member, he introduced a bill to require every school board to keep a United States flag floating on every schoolhouse in the state. Curiously enough at that early day it was voted down. This roused the patriotic idea and ambition in his make-up to a very high tension, and later on to the high grade resolution that if the state of Iowa would not do it, he would carry it out himself, as teaching patriotism.

This matter of teaching patriotism, and actually carrying it out, was a growth of the years. As early as 1880 he expressed his ambition to the writer hercof, both then young men, that he hoped sometime to be able and well enough off to place a United States flag on every schoolhouse in his own county of O'Brien. This he accomplished about three years thereafter. He hired a man with team and wagon loaded with flags, poles, rope and tackle, and instructed him to put up a flag on each schoolhouse, two miles apart. This he could do. It was a practical thing, that far, the first time around, with flags. At the end of eight years he had taken in three other counties in a similar way, and it was still practical. At the end of twelve to fourteen years he had a string of counties across the state from Lyon County at the northwest, to Burlington, with the schoolhouses all covered with United States flags. Thus far it was still practical and workable, in each case done by a man and team as first carried out in his own county.

In 1916 he reached his climax effort, to extend this ambition to the whole state of Iowa. In this, however, he did not measure the full practical size up. On July 3, 1916, he organized a corporation known as the Iowa Patriotic Fund, under management of three trustees, to carry the plan into effect. He then, his wife, Lizzie A. Schee, joining, deeded to this corporation 4,202 acres of clear, high priced land, located in Iowa and Minnesota.

The articles of incorporation uses these words, as expressing the purpose of Mr. Schee: "This corporation is formed to promote patriotism among the children and inhabitants of the state of Iowa, by the equipment with flags, poles, and furnishings, of a United States flag for the public school buildings and schools of the state of Iowa." And yet it must be regretfully stated that this laudable program and ambition of Mr. Schee failed and became impracticable. It was not that the funds were insufficient. It was seriously and conscientiously tried out by very able business men as trustees. The funds were ample. It was much of a disappointment to Mr. Schee.

The failure of the plan may be attributed to several causes. In the first place a recent legislature in Section 4253 of the Code of Iowa passed a law, curiously enough, in almost the identical words of the bill he had himself introduced when a member thirty years previously, but which then was voted down.

This later law required all school boards to keep a United States flag floating on all school buildings in the state. This law, while all done properly, had the effect to largely nullify his efforts. Other items, however, contributed. It was found in putting up flags that in the second time around one flag was whipped out by the wind in one year, and that another flag would last five years. This caused uneven work in replacement of flags. But added to this was the fact as developed that in such a statewide problem, there were 14,000 schoolhouses in the state, and 14,000 school boards to deal with. As is known a school board of three to five members with additional persons as secretary and treasurer, officials receiving no pay, and coming and going in their personnel, made the task unworkable. The added fact also that Iowa has nearly two and one half million people to keep organized in such a matter added to the difficulties. Another curious item playing a part was the very price of the flag itself, about \$10.00 equipped and placed, though Mr. Schee purchased them by wholesale and got them cheaper. It was found that even where a school board desired and needed a flag, and with the question up it would be remarked, "We hear there is a man in the state putting up flags free." "What is his name?" "We don't know." "Where does he live?" "We don't know." "What does a flag cost?" "About \$10.00." "Oh, pshaw! Let's buy a flag and be done with it." While it was all extensively advertised in the papers and through school conventions and by county superintendents, yet it was doubtful if one man in 2,000 in the state could intelligently answer these questions. At the times needed the whereabouts of the trustees or Mr. Schee were not available.

This Iowa Patriotic Fund was well managed. Mr. Schee was a good judge of men, and attracted to his board such able business men as P. J. Shaw of Plover, for many years connected with the Insurance Department of the state, and A. J. Shaw his son, an attorney of Pocahontas; W. K. Herrick and E. C. Herrick, his father, able attorneys of Cherokee; O. F. Schee, a cousin, of large business experience of Des Moines; T. B. Bark, a banker of Sutherland, and Frank Patch, banker of Hartley, all ably assisted by Miss May Stinson, secretary.

In addition to this effort in teaching patriotism Mr. Schee organized a second corporation known as the Thirty-third Iowa Infantry Regiment Iowa Patriotic Fund, covering three coun-

ties, including Oskaloosa. This will be continued, and being on a smaller scale can be and is made practical, and will commemorate this regiment and its Civil War services, of which regiment Mr. Schee was a member.

The writer hereof makes this statement as giving authenticity to his knowledge of Mr. Schee's activities and life. The writer hereof has known Mr. Schee intimately for fifty years, lived in the same town, joined with him in many enterprises and public questions, bought much land in joint ownership with him, counselled with him in business, assisted him in hunting up new purchases of land and investments, and examined with and for him the titles to same.

Mr. Schee in fact was a genius financially, especially in land investments, and understood its principles and dangers, and also understood the fundamental reasons why so many people failed in their efforts in land purchases.

The writer also drew his will, settled his large estate in court, and spent three months in each year of three years on the many questions arising in the close up of this flag program, and with aiding in the proceedings necessary to have these lands regained and transferred back to his wife, Mrs. L. A. Schee.

Mr. Schee began to be doubtful as to the practicability of this flag program about three years prior to his death, and so expressed himself. About fourteen months before his death he sent for the writer hereof and repeated his fears and conclusion, saying in effect that it was not functioning and fulfilling itself according to his expectations, and expressed himself that he wished to have such proceedings made as would return the properties to him. This we could both see would involve not one transaction, but a long series of proceedings. The writer drew up a document reciting his ambitions to teach patriotism to the school children and citizens of the state, and the fact that he had deeded 4,202 acres of land to the Iowa Patriotic Fund, the rents from which, or the interest on the proceeds, if sold, should carry it out financially, but that in its actual working, in his judgment, had proved impractical and nonworkable, and asking that the Board of Trustees of this corporation deed the property back to him, and asking that the courts and all public officials acting for the public take action in accordance therewith. This document he signed and acknowledged before a notary public,

which document became an item of material evidence in the District Court at Des Moines later on.

This writer at his request made a trip to Iowa during his lifetime to engage attorneys, to start matters in motion, and to do all necessary to test the questions involved, and in fact spent three months in each year, 1925, 1926, and 1927 for these purposes. Suffice it to say, the proper legal action in equity was brought to dissolve the corporation holding these lands, and to require the trustees to deed it back to the proper parties, to Mr. Schee had he lived, and to his wife otherwise. His death occurred February 9, 1926. This cause of action was tried in the summer of 1926, and in February, 1927, Judge Thompson presiding, a decree in equity was rendered directing the trustees to execute the deeds to Mrs. L. A. Schee.

This decision was had in its proceedings, in the main, on the legal proposition that when any serious property transaction fails to function and becomes impractical and nonworkable, that it becomes the duty of the court to reinstate all parties to the original title situations. Sundry incidental questions arose. A court is loath to hand back a gift to a donor unless that donor asks for it himself. This as shown by the document he had executed was timely done, which document proved a very definite item of evidence in the case.

The title to all the properties was therefore established in Mrs. L. A. Schee, free of encumbrance, from four sources: 1. The decree of the District Court at Des Moines. 2. By the deeds to her from the Board of Trustees. 3. By the will of Mr. Schee. 4. By the decree of the District Court of O'Brien County. The question whether it was a revocable or irrevocable trust was tested and argued out. It was no small proceeding. It was a proceeding of hundreds of details.

It is doubtful whether another similar case, either in business or litigation, ever existed in the whole United States, though the principles of a gift would apply to much other litigation. It all possessed a high grade ambition and idea to teach patriotism to the children of the state. His idea rose to the occasion as it were, in all the sentiments leading to loyalty and love of country. But we think it can hardly be classed as a failure. We must conclude that while the immediate item of the flag program as a business or public transaction proved impractical, yet in the large, in his

fifty-five years of effort and continual agitation, and in the actual covering of twenty-seven counties with Old Glory, as likewise in his own act when a legislator of introducing a bill for a law requiring all boards of education to keep a flag so floating in the breeze, and keeping before the minds of the masses, in the continued pressing the Stars and Stripes into the presence of the school children and citizens, and in his persistent presentation of the question through the offices of the county superintendents of the state, all to such an extent that the legislature in the later years actually enacted his idea into law, that in result and effect he advocated thirty years before, that his ambition in fact has been accomplished, and that he has rendered a great service to the state and to its children and citizens.

All this, added to that natural intuitive patriotism existing in the very hearts and souls of our people, so well carried out in Fourth of July and Decoration Day celebrations and services and programs, and in public parades and day school exercises, will all reach up in parallel lines to that patriotism intended by this great effort, and actually carried out statewide for so many years in fact and in expense by George Worth Schee, and all of which together with other qualities of hand and heart, class him as one of the remarkable men of the state of Iowa.

But Mr. Schee did not limit his public benefactions to these United States flag programs. He expended \$50,000 in public libraries in the sundry town libraries in northern Iowa, running from \$300 to \$1,500 per town. In addition he placed a teachers' library costing \$500 in each county superintendent's office in twenty-five counties in northwest Iowa, on condition that the county superintendent in each case raise a like amount by subscription in the county.

For three years he brought about contests in fifteen of the schools of O'Brien County for the student in each school having the best grades for the year, and then sent the fifteen selected students with a guide or chaperon on a sight-seeing trip, one year to the World's Fair at Buffalo, another to the World's Fair at Saint Louis, and a third year to Washington, D. C., and paid all expenses.

He erected a soldiers' monument at his own expense of \$3,000 at Hartley, Iowa, with the names of all old soldiers of his post carved thereon.

In 1909 in connection with O. H. Montzheimer, a townsman and an attorney, compiled a book entitled, *Biographical Data and Army Record of Old Soldiers Who Have Lived in O'Brien County, Iowa*. This was a book of 200 pages giving as stated the army record of 579 old soldiers, nearly all of whom were also old homesteaders in that county. He presented each old soldier with a copy. This involved a large amount of research at Washington.

It is believed he made a contribution to the construction of every church building in his county, as well as to others elsewhere.

Mr. Schee was equally public spirited on sundry other personal lines, particularly with the sick and suffering. In numerous cases, perhaps a score or more known to the writer, where long time sufferers needed medical or surgical aid, he took them to hospitals and paid all expenses. In many cases also where a worthy family became sick in an epidemic, he cared for the whole family during the entire seige, with provisions, physician, or nurse, as needed. He did many of these items that never got into print.

One peculiar instance occurred. In one of his campaigns for the legislature, one man was going from man to man, on the farms among voters, electioneering against Mr. Schee. The man's team ran away, threw him out, and broke his shoulder and three ribs. Mr. Schee heard of it, started for him, took him into his buggy, landed him in a hospital, and furnished a nurse and surgeon and hospital service and paid all expenses.

The settlement of Mr. Schee's estate and family moneys showed he had accumulated the net amount of \$700,000. This would be after all this flag expense, and would be outside of all other expended benefactions and family outlays, and his own large traveling expenses. On the theory that a man must always first earn a sum of money before he can spend it, Mr. Schee in his fifty-five years of business life must first have made approximately one and one half million dollars. It could not be a less sum.

The writer must mention one other remarkable feature of his life. In all this vast business necessary to organize and carry out all this in the earning, saving and managing, equal as it was to at least three banks of the size of those in his part of the

state, he personally never kept either a day book, journal, or ledger. His banks as banks did so for the bank's business, but not for his personal part of the business. He had a powerful memory and he carried all this in his memory. It must be concluded that this item of his life accounts in large part for some of the peculiarities, and which so many people could not and never did understand. Sundry people said, "Why, I can never get acquainted with Mr. Schee. Often when I pass him on the street he don't even notice me." The explanation was that many times as he walked the street he was solving the problems in this large business in memory, and he could not both do that, and stop and talk to people. He has often said to the writer, "Burn up your account books and ledgers and come with me. We can make more money looking up new business than we will lose by not keeping books. Life is too short to spend keeping books."

Based upon the fact that this writer in his more limited land ventures, in fact owned and held and sold 9,000 acres of land from period to period, in his best judgment Mr. Schee must have owned, held, farmed or sold about 60,000 acres during his career.

While he had a powerful memory as stated, this vast business in its multitude of details was a tax upon him at times, and continually. This often made him appear eccentric, and at times even inconsistent with himself. It was not even a fault of memory. He had too much business for one head. A person who even knew his habits and methods would have to know the slant of his mind from his standpoint to be able to size him up correctly. The brief vest pocket memorandum books with a dozen words in and relating to one item, would not be sufficient for a stranger to interpret it. He was much misjudged. We often misjudge our best friends. Mr. Schee has often spoken to the writer on these subjects.

Another great qualification he had was an intuitive knowledge of what the law is, and of business and how it should be carried out. He has on more than one occasion said to his attorneys whom he had hired, "Now see here. You follow this business or question up on this line. I tell you I know it is the law. I know that the business and morality of it is right, and I know it is all good common sense, and I know that when a thing is right, and corresponds to good common horse sense, it is good law."

Another great quality he had was that of cleaning every item

up as he went. This is evidenced in the fact that in the settlement of his estate, not a single claim was filed against it except for the funeral expenses. He never disputed a just claim. He has often said to this writer, "Always either lick out a claim in court or pay it." Still he was an inveterate scrapper for his rights. He has at times even carried a one-hundred-dollar claim he thought not just clear to the Supreme Court of the state. He scarcely ever hesitated on an item of possible cost, as he said, "We will figure up the expense when we get to the other end." When building his main residence in 1888, and his Sioux Falls stone for the basement did not arrive when it should, he ordered and had it sent by express.

He created a fund in his own town to promote art and an art league was organized, and like unto a lyceum, met regularly for about ten years, and continued for discussion of many general subjects.

He was ever alert with keen judgment, a good judge of human nature, accurate in his business conclusions, quick in action, and swift in execution, and seemed always to be able to do more work than any other six men for a day's work. He was abrupt, decisive, and shrewd. He was positive and to the point. He had the fine faculty of obtaining the opinions of others without their knowing it. He was a man with strong friends and equally positive enemies. He was never neutral and could not stand neutrality in others. When he asked a man to vote for him, and the man wavered, he said to him, "See here, you get on the other side where you belong. Get on one side or the other so I will know where you are." His campaigns for office were always fights, will the frills all on.

In the land business Mr. Schee was a genius. He knew its dangers, and it is true that the land business is very dangerous. When land goes flat as it has in recent years, it becomes a dead weight, and will not move. It may be curious to note that in this late 1919-20 land inflation, he never bought or sold a tract. He called it a frenzy at the time. He never went hunting for land snaps on a loaded train of land seekers, or on an excursion of land buyers or land promoters. His adage was, "Never buy land in a boom," or "when or where the crowd goes to buy land." "Buy where and when people are sick of their land. The tendency of a crowd is to follow the most optimistic and enthusiastic

man." Another principle he followed, "A man should never invest more than one-third of what he is worth in land at one time. Keep the other two-thirds to make safe and protect that third." "A man can buy too much of even a good thing. Even if his price is right, if he buys too much, and can't handle himself with the finance part, he will go broke even in good times, even if the purchase is desirable." That in the late land drunk of 1919-20, many purchasers bought with only one-tenth down, when it was impossible to hold it long enough to get a profit. In this last excitement optimism became rampant, thousands bought with no idea whatever of its dangers or the need to be able to hold long enough. It became an epidemic, the force of the mass mind on each individual, like unto the smallpox without any quarantine, and with results which Mr. Schee, from his long experience, avoided.

One other faculty he had, he knew his surroundings, measured carefully his own strength, and credit, and knew his hand as it were at all times. He had pioneered on the raw prairie, and understood the old soldier and the old homesteader. He had fought prairie fires, and knew that a back fire was the best way to fight one. He had eaten prairie chicken dinners in the prairie sod shacks with the common people and secured their votes. He had hunted and measured out the government corners across the prairie grass by tying his handkerchief to the buggy spoke, then counting the revolutions of the wheel and then figuring it up. He had accumulated all he had as a result of actual dealings and work with actual things in his own northwestern Iowa.

He had his faults. One serious lacking he had. He had no diplomacy. His tendency was rather to get into the scrap. Had he had this quality of diplomacy—a little more of the yielding—he would certainly have attained higher political honors. On this subject he has said to this writer,

"To my virtues be a little blind,
And to my faults and failings, be a little kind."

JEFFERSON HIGHWAY ASSOCIATION

(An address given by Hugh H. Shepard, Mason City, Iowa, Life Director and Past International President of the Jefferson Highway Association, before the Sixteenth Annual Convention of the United States Good Roads Association at Des Moines on May 30, 1928.)

I have been asked to appear before this convention to give a little sketch of the history of the Jefferson Highway Association, and to show how the organization of the Jefferson Highway has contributed to the building of good roads and to the promotion of international good will.

It has been my fortune, and for the most part I could call it good fortune, to have become identified with the good roads movement in an active way in the fall of 1914, and to have continued to take a more or less active part since that time, as an amateur, in the promotion of good roads everywhere, particularly in the Middle West and along the route traversed by the Jefferson Highway from Winnipeg to New Orleans.

During this time a vast amount of correspondence, a considerable number of newspaper clippings and not a few maps have been collected that grow more interesting with the passing of the years.

The invention of the automobile made it necessary that good roads should be built so that the owners of the automobiles could travel from place to place with comfort, speed and safety, and the development of the automobile has been so rapid and so recent that it seems but yesterday since the old fashioned horse and buggy afforded the favored means of local transportation throughout the entire country, and when the roads were too muddy for travel by horse and buggy, the only means of travel was on horseback or on foot. When the roads became too bad the people stayed at home and waited for the roads to dry.

During the last twenty years there has been a complete revolution in the mode of transportation, and the automobile has developed from a curiosity until it occupies a permanent and very important position in our everyday life, and is no longer regarded as a luxury but has developed to a point where it is estimated that 85 to 90 per cent of the travel of the country is conducted in automobiles, and the transportation of commodities

by means of motor trucks has increased by leaps and bounds, so today the horse-drawn vehicle is a matter of curiosity in many portions of the country. Livery stables have become a thing of the past and it is no longer possible to rent a horse-drawn vehicle to take a necessary trip either in summer or winter.

This changing condition of affairs has made it necessary for good roads to be built so that the automobile can be used as an all year means of transportation, and it is the purpose of this address to show briefly how the change has come about in so short a space of time, and to show what other important benefits have been gained while these changes and improvements in road conditions were being accomplished.

The changes that have occurred along the route of the Jefferson Highway from Winnipeg to New Orleans are typical of the improvements and changes that have been made to a greater or less degree over the entire country, so we will return to the original subject of this address and give a brief sketch of some of the interesting events that have happened along the route of the Jefferson Highway since the good roads idea first began to develop.

On March 14, 1911, the Des Moines-Kansas City-St. Joseph Interstate Trail was organized at Lamoni, Iowa, and the road from Des Moines to Kansas City by way of St. Joseph was located and marked soon after by the association, assisted by automobile clubs, commercial organizations, farmers and other citizens in the cities, towns and country traversed by the trail.

The original organization meeting was called by W. A. Hopkins, banker and public spirited citizen of Lamoni, Iowa. The preamble to the constitution and by-laws adopted by the Interstate Trail Association on March 11, 1913, recites that "the representatives of the Des Moines, Kansas City and St. Joseph Interstate Trail Association, realizing that a permanent, well-kept highway connecting Des Moines, Kansas City and St. Joseph, and constituting nearly a direct route between Fort Des Moines and Fort Leavenworth, making a practical military road for the transportation of troops, would be a valuable aid in developing the resources of the counties traversed, a better means of social and business communication, and a lasting benefit to the communities through which it passes, have located and do undertake to improve and maintain such a road."

On January 5, 1915, a meeting was held at Mason City, at which the original Interstate Trail was extended north from Des Moines through Nevada, Iowa Falls, Mason City, and Northwood, Iowa and Albert Lea, Owatonna, Faribault, and Northfield to St. Paul, Minnesota, and the name of the association was changed to the St. Paul-Des Moines-St. Joseph-Kansas City Interstate Trail, and Hugh H. Shepard of Mason City, who called and organized the meeting, was selected as general manager of the northern division of the Interstate Trail from Des Moines to St. Paul, and organized and marked the highway during the summer of 1915 from Des Moines to St. Paul, a distance of 271 miles.

Local trustees were selected in each of the communities through which the Interstate Trail passed between St. Paul and Kansas City, a distance of 503 miles, and this well marked and well organized highway attracted a considerable amount of travel during the summer of 1915. The road was located on a part of the Minnesota State Highway System in Minnesota and formed a part of the preferred road system for the entire distance across Iowa and for the greater part was located on the State Road System in Missouri, and connected the northwestern territory centering about the Twin Cities with the southwestern territory tributary to Kansas City, being a short and direct route that with the exception of one county in Iowa connected all of the county seat towns and cities for its entire distance.

The Interstate Trail was thoroughly organized with general officers and local trustees, all of whom performed their duties without compensation, and the expenses of the association were paid by voluntary contributions which were sufficient to get the desired results. The officers and trustees were without exception men of integrity and of high standing in their local communities, who recognized the development of good roads as a proper community service and gladly devoted their time without pay in working for the good roads movement, and co-operated on the ground with state and county authorities in the work of actually completing the building of a dependable road.

The idea foremost in the minds of the organizers of the Interstate Trail was to get the most practical and direct route between terminals and never to let personal influence enter into the selection of such a route.

The Jefferson Highway Association was organized at New Orleans on November 15 and 16, 1915. The meeting was called by Walter Parker, general manager of the New Orleans Association of Commerce, at the instance and suggestion of the Honorable E. T. Meredith of Des Moines, who was afterwards United States secretary of agriculture in the administration of President Woodrow Wilson. Mr. Parker had no previous experience in the good roads work so he extended a general invitation to communities in the Mississippi Valley from points 200 miles and more apart east and west for the purpose of organizing, marking and building a great north and south highway to extend from Winnipeg, Manitoba, in the north, to New Orleans, Louisiana, in the south.

The organization meeting was presided over by former United States Senator Lafayette Young of Des Moines, who conducted his duties with such marked skill that he brought order out of chaos and after two stormy days consumed by many speeches and much parliamentary discussion, the organization of the Jefferson Highway was completed and its terminal points were fixed.

The Interstate Trail organization was represented by delegates representing the entire 500 miles between St. Paul and Kansas City, including J. H. Beck, secretary of the St. Paul Association of Commerce, Herman Roe of Northfield, secretary of the Minnesota Editorial Association, Senator Thomas E. Cashman of Owatonna, and George W. Cooley, highway commissioner of the state of Minnesota, was also in attendance at the meeting and was a close observer of the proceedings.

The states of Iowa and Missouri were well represented, and the Interstate Trail organization furnished the backbone for the new Jefferson Highway Association with its more than 500 miles of well organized and well marked highway. The plan of organization and the system of marking followed by the Interstate Trail was largely followed in the Jefferson Highway organization, and five of the early organizers of the Interstate Trail Association afterwards became international presidents of the Jefferson Highway Association, as follows: W. A. Hopkins of Lamoni, Iowa; Ezra H. Frisby of Bethany, Missouri; Thomas E. Cashman of Owatonna, Minnesota; Hugh H. Shepard of

Mason City, Iowa; and the present president, George E. McIninch of St. Joseph, Missouri.

Representatives from Omaha, Sioux City, Sioux Falls and other points were in attendance at the organization meeting of the Jefferson Highway Association, but the offer made by the Interstate Trail Association of furnishing more than 500 miles of organized and marked highway connecting by a direct line the important terminals of St. Paul and Kansas City, was too great, and the other competing communities were unsuccessful in their efforts to secure the Jefferson Highway, but the enthusiasm developed at this great good roads meeting was such that a number of other highway organizations were adopted and the building of good roads in the Middle West received a great impetus as the result of the organization of the Jefferson Highway, not only along the Jefferson Highway itself, but along the competing routes that were started in friendly rivalry by the unsuccessful contestants who failed to get the location of the Jefferson Highway for their communities.

The cardinal points of the Jefferson Highway Association were located at New Orleans, Baton Rouge, Alexandria, Shreveport, Denison, Muskogee, Joplin, Kansas City, St. Joseph, Des Moines, St. Paul, Minneapolis, and Winnipeg.

After the organization of the Jefferson Highway Association had been completed, the delegates went home to undertake the work of building the highway on the ground and of getting the highway properly marked and advertised. The situation was ably expressed in an editorial that appeared in the *Sioux City Journal* on November 20, 1915. Sioux City lost out in the fight for the Jefferson Highway after being a strong contender for a location on the great transcontinental automobile highway that was to connect Winnipeg with New Orleans. The editorial states:

Even if the conference should decide in favor of one route as the official one, there is no reason why the promoters of other routes cannot go ahead and build competing highways. There is no such thing as monopoly in transcontinental highway building. The more good roads there are the merrier for all concerned. The more cities connected by transcontinental lines east and west or north and south the better it will be, not only for transcontinental travelers but for the cities and farming communities along each route. The good road is contagious. When one

permanent or well-kept highway is introduced in a neighborhood, the normal tendency is to bring the others up to its standard. A trunk line good road invites the building of good "spurs" connecting with it. In time the little leaven is bound to leaven the whole lump.

The important thing in the roads problem is to keep the public interested in a steady effort to improve existing road standards. If a fight over a proposed route contributes to this end it is helpful to the general cause of good roads whether it results in the building of one road or two, or none. The main thing is to keep the ferment working.

At the meeting of the Second Convention of the Northwestern Road Congress held in Cedar Rapids, Iowa, on October 5, 1915, a very interesting talk was given by J. D. Clarkson, president of the 365-Day Road Club of Carthage, Missouri, entitled "Putting the People in the Problem." In his talk Mr. Clarkson told of the community work that had been done in his locality in getting dependable farm-to-market roads built in the vicinity of Carthage, Missouri.

Mr. Clarkson's talk made a very favorable impression on the convention and when the Jefferson Highway Association held its first directors' meeting at Kansas City, Missouri, on February 3, 1916, E. T. Meredith as first president of the Jefferson Highway Association, selected J. D. Clarkson as general manager of the Jefferson Highway Association. Mr. Clarkson had previously visited several of the towns along the Interstate Trail between Des Moines and St. Paul and found the people of each community willing and anxious to be shown the way to get good roads built on the ground.

As one of his first duties as general manager, Mr. Clarkson drove over three contesting routes northwest of the Twin Cities in the state of Minnesota and by a system of scoring selected the route of the Jefferson Highway northwest of the Twin Cities, to run through Little Falls, Wadena, Park Rapids, Itasca State Park, including the head waters of the Mississippi River, Bemidji, Red Lake Falls, Thief River Falls, Hallock, and Emerson, located on the Red River just south of Winnipeg.

Communities on the unsuccessful routes in Minnesota were stimulated to an appreciation of the value of good roads, with the result that the Ten Thousand Lakes of Minnesota Association was organized, also the Minnesota Scenic Highway Association, and with the succession of Charles M. Babcock as high-

way commissioner of Minnesota an amendment to the constitution of Minnesota was adopted permitting the bonding of the state for the issuance of road bonds, and the Jefferson Highway in the State of Minnesota is now fully paved, mostly with concrete paving, from Little Falls, Minnesota, through the Twin Cities south to the Freeborn County line, and the remaining county in Minnesota will be paved within the coming year.

Other paving projects in Minnesota were made on other highways connecting with the Jefferson Highway, the 180 mile stretch from Duluth, Minnesota, to St. Paul, being a notable instance, and a good roads program has been adopted that will ultimately pave the main traveled highways in Minnesota and gravel the tributary highways of lesser importance.

In the state of Iowa Federal Aid Project No. 1 was established between Mason City and Clear Lake, resulting in the completion of a paved highway connecting Mason City on the Jefferson Highway with the delightful summer resort, Clear Lake, ten miles distant. This paving was extended east and west and south from Mason City. Waterloo, Sioux City, Davenport and Des Moines followed with paving projects and numerous counties in Iowa voted bonds for paving their primary roads, four counties on the Jefferson Highway in Iowa voting bond issues last fall that will complete a paved highway from Des Moines to the Missouri line, and from Mason City to the Minnesota line.

A special session of the Iowa legislature held in March, 1928, voted to submit a constitutional amendment to the voters of the state at the general election to be held in November that will provide a one hundred million dollar bond issue that will complete the paving on the principal primary roads of the state and will gravel the less important highways tributary thereto. If this bond issue carries it is expected that the Jefferson Highway will be completely paved across the state of Iowa by the end of the year 1929, and paving is now in progress in the counties of Worth, Franklin, Warren, Clarke, and Decatur.

In the state of Missouri bond issues were voted and the Jefferson Highway is now entirely paved from a point but two miles south of the Iowa line through the cities of Bethany, Stanberry, St. Joseph, and Kansas City, extending south to Joplin.

A large portion of the paving has been completed in Kansas between Kansas City and Joplin running through the towns of Fort Scott and Pittsburg, Kansas. The greater portion of the paving has been completed on the Jefferson Highway in the states of Oklahoma and Texas, and a large amount of paving has been done in the state of Louisiana and the balance of the entire Jefferson Highway through Louisiana has been hard surfaced and graveled.

The short line between Joplin, Missouri, and Shreveport, Louisiana, was not adopted at the original Jefferson Highway meeting in New Orleans because there were at that time no roads across western Arkansas that could be traveled. The state of Arkansas has voted bond issues, has established a gasoline tax of four cents a gallon and has received federal aid for its principal roads and is rapidly completing the paving of its roads across the state.

The present president and treasurer of the Jefferson Highway Association made a trip through Arkansas last month and have given a favorable report to the adoption of the short cut across Arkansas connecting Joplin, Missouri, with Shreveport, Louisiana, that will save a distance of nearly 270 miles for tourists who are bound for New Orleans, while the tourists bound for southwestern points will continue to use the original Jefferson Highway as established through Joplin, Muskogee and Denison, Texas.

In Manitoba the Jefferson Highway has been graded and graveled from the International boundary line to Winnipeg, so it may well be said that the Jefferson Highway for its entire distance from Winnipeg to New Orleans will be fully hard surfaced by the end of the year 1929, and the dream of the sturdy band of good roads enthusiasts who organized the Jefferson Highway in 1915 will have become a reality, and the travelers from North and South will find a completed highway on the ground suitable for travel 365 days in the year and well marked so that there will be no danger of losing one's way.

In May, 1925, a meeting was held in Kansas City, Missouri, attended by E. W. James of the United States Bureau of Good Roads and the highway commissioners from eleven states in the Mississippi Valley from Louisiana to Minnesota and North Da-

kota, at which time the principal highways of the Mississippi Valley were selected and recognized and were later designated as a part of the United States Highway System and are now designated by United States highway numbers.

The work of the Jefferson Highway pioneers was so well done and the highway so carefully selected that the Jefferson Highway for practically its entire distance was placed on numbered United States Highways forming a part of the main trunk line system of highways of the United States.

The numbered United States Highways for the most part follow meridian lines and the Jefferson Highway was organized to serve population centers and to attract the tourists to points of greatest interest along the way between New Orleans and Winnipeg that are not in a meridian line, so the Jefferson Highway does not have a continuous United States number, but is located on and forms a part of several United States highways.

At the annual meeting of the Jefferson Highway Association held last month in St. Paul, Minnesota, it was unanimously resolved that the Jefferson Highway has been of such historical importance in pioneering the good roads movement in the Mississippi Valley in linking up communities, county seats, state capitals and industrial and population centers, that its identity should be preserved, that it should retain its distinctive marking and that it should continue to be advertised as the main north and south highway of the Middle West, attracting the tourists and travelers from Pine to Palm in fall and winter, and from Palm to Pine in spring and summer, and it is hoped that the importance of pioneer transcontinental highways like the Lincoln Highway and the Jefferson Highway shall be nationally appreciated, and that the location and memory of these highways shall be perpetuated to posterity.

While the work of building the Jefferson Highway on the ground was progressing to the material advancement of the people along the way, it became evident that the opening up of the avenues of travel brought a closer relationship between town and country, between adjoining communities, between neighboring states, and also between more remote sections along the highway, both in the United States and in Canada.

The general manager, J. D. Clarkson, who had active charge of the organization of the Jefferson Highway during its earlier years, was quick to see the advantage of promoting an interchange of friendly relations between the communities along the highway and the first relay sociability run over the Jefferson Highway left St. Joseph, Missouri, on July 20, 1916, and continued north to St. Paul and thence on to Winnipeg. That such a run could be held eight months after the organization of the great north and south international highway is a fact of historical importance.

Enthusiastic receptions marked the progress of the run all along the way from the very start. It seemed, and was, a national event. Five thousand persons and 500 automobiles were present in Bethany, Missouri, where the first night's stop was made. The members of the party were entertained by prominent citizens and civic organizations all along the way, and the members of the sociability run delivered addresses to the citizens of the communities.

At the boundary between the United States and Canada, 66 miles from Winnipeg, the Jefferson Highway party was met by Premier T. C. Norris of the province of Manitoba, and party. The American party had been carrying a large American flag 5 by 8 feet in size, flying from a mast in the rear of the official car. Premier Norris presented the highway party with the Manitoba flag, and a representative of Mayor R. D. Waugh of Winnipeg presented the British flag with appropriate remarks as to the cordial relations existing between the two countries.

In accepting these flags, Mr. Clarkson, general manager, and Mr. Walter Parker of the New Orleans Association of Commerce, expressed their appreciation of the honor done the Jefferson Highway Association and the American representatives in the tender of these flags, and expressed the hope that as the flags thus waved in unison from a single staff, that this act would be typical of the action of the two peoples in joining forces for the completion of this great international highway, and it was predicted that the friendly relations of the last century will be duplicated in the coming century.

It was further stated that as the official car proceeded on its way south, its journey would not be terminated until the two

flags floated in harmony over the battlefield at New Orleans where Britain and America last met in armed conflict over a hundred years ago, and it was hoped that perpetual peace would endure between the two peoples.

The United States entered the World War April 6, 1917, after the Canadians and the European allies had been carrying on for some time.

As an evidence of international good will and as an expression of gratitude to the people of the United States for the entry of the United States in the World War, a party of Winnipeg and Manitoba officials left Winnipeg, Manitoba, Monday morning, May 14, 1917, one minute behind schedule time, destined for New Orleans. The party was headed by Premier T. C. Norris of Manitoba, Mayor Frederick H. Davidson, Commissioner W. F. Tallman, Commissioner J. A. MacDonald, all of Winnipeg, and twenty-one others, and the party drove through to Thief River Falls, Minnesota, for the first night control, the run being made over the famous old Pembina Trail that formed a part of the Jefferson Highway. The second night control was made at Itasca State Park at the headwaters of the Mississippi River.

The third night control was made at St. Cloud, Minnesota; the fourth night control at Albert Lea, Minnesota, and at the Iowa State line the party was met by the officials of the Iowa State Highway Commission; Hugh H. Shepard of Mason City, director for northern Iowa, and J. F. Harvey of Leon, director for southern Iowa, and the highway commissioners and Jefferson Highway directors accompanied the party through Iowa.

The fifth night control was held at Des Moines, and the party was entertained by the Des Moines Club at a splendid banquet. Talks were made all along the way by the members of the Canadian party and hundreds of small British and Canadian flags were presented to the enthusiastic crowds who were everywhere in evidence all along the way.

The trip continued southward, enthusiasm increasing as the party approached New Orleans, and the Jefferson Highway party turned the corner of Canal and St. Charles streets in New Orleans at the moment a neighboring clock chimed the hour of six on the afternoon of May 31, 1917, having completed the first half of an international good will trip of more than 2,300

miles. The trip started as a sociability run. But three cars made the entire trip from Winnipeg to New Orleans, but scores of cars joined the tour for distances of 10 to 250 miles, and Premier Norris and Mayor Davidson were greeted with the warmest enthusiasm at every stop. They talked good roads, the Jefferson Highway, international sociability, at every stop, but everywhere the people wanted to hear Premier Norris talk of the war, which he did, and he told how Canadians had responded to the call, and he brought the message to Americans to realize that not only the government but every individual had a duty and an opportunity.

In Winnipeg the party was told they would never get to St. Paul. In Kansas City they were told that the Interstate Trail had brought them that far but that it would be impossible to continue southward. In Oklahoma the Texas roads were disparaged, and in Texas Mayor Davidson was advised that he would be sure to come to grief in some Louisiana swamp, but the party succeeded in getting through and arrived in New Orleans on time.

Escorted by a hundred gaily bedecked automobiles the Jefferson Highway Association's tour ended in Winnipeg on June 29, 1917, in the afternoon, completing a 4,500 mile trip to New Orleans and return on schedule time.

The significance and importance of the Jefferson Highway in cementing good will between Canada and the United States was most ably expressed in the letter written by Premier T. C. Norris after the completion of his trip to New Orleans and return, addressed to J. D. Clarkson, general manager of the Jefferson Highway Association. In his letter Mr. Norris states:

I desire to express to you my appreciation of the opportunity to make such an unusual trip as we have just completed. To say that we enjoyed the trip immensely is putting it very mildly. It was most interesting, instructive and entertaining all the way. The cordiality of welcome and the delightful hospitality of the people along the highway is very much appreciated by Canadians. The real fellowship and brotherhood existing between the two great Anglo-Saxon nations is evidenced by the very keen interest the people have taken in the visit of the Canadians.

We found the best people of each community interested in and working for the Jefferson Highway, and proud to know that the road touched

their part of the country. The route of the highway seems to have been selected with the greatest care. There are no natural difficulties worth speaking of. It traverses a most wonderful country, amazingly fertile and abounding in natural wealth from the North to the South. There is practically no useless territory. The natural scenery is beautiful, and in many cases it is a continuous panorama of strange sights, of a most interesting character to Canadians.

The highway is not merely a road, but a "big idea" that means the linking up of communities, states, and the two great countries. The far-reaching effect cannot be foretold by the most optimistic. It will have a commercial and social value and only time can demonstrate the extent of it.

The trip demonstrated that the Jefferson Highway is thoroughly practicable and there is no reason why it should not be completed in a very short time. I am pleased that you interviewed the Canadians and asked us to join you in the great undertaking, thus completing the road to the City of Winnipeg and thereby making it an international highway.

At exactly 9:30 A. M. on Tuesday, July 1, 1919, there started from the granite shaft at St. Charles and Common streets in New Orleans, this shaft being the marker of the southern terminus of the Jefferson Highway, a very unique and history-making cavalcade. It was the party comprising the Jefferson Highway sociability run from New Orleans to Winnipeg, Canada, a distance of 2,400 miles, and crossing seven states before reaching the province of Manitoba.

The party was headed by Governor R. G. Pleasant of Louisiana and Highway Commissioner Buie in the latter's car. Immediately following was the big Packard of Martin Behrman of New Orleans. The party was piloted by J. D. Clarkson, manager of the Jefferson Highway. The procession encountered rain on leaving New Orleans and the only car to reach Baton Rouge, the first night control, was Mayor Behrman. Mayor Behrman's car took the wrong road the following day and became stranded and it took three yoke of oxen and four mules and nearly the entire day to get the car out of the mud, the Louisiana roads being heavy and almost impassable on account of a six months' season of heavy rain.

The party was fully assembled and left Alexandria, Louisiana, on the morning of July 4, one day behind schedule. Honorable John McW. Ford, mayor of Shreveport, joined the party at Shreveport, accompanied by Mrs. Ford.

Talks were made in the various towns along the highway. Honorable Thomas H. Johnson, attorney general of Manitoba and president of the Jefferson Highway Association, met the party at St. Joseph, Missouri.

Governor Allen of Kansas joined the party at Pittsburg, Kansas, Governor Harding at Des Moines, Iowa, Governor Bernquist of Minnesota at St. Paul, and Governor Gardiner of Missouri sent George E. McIninch of St. Joseph as his personal representative who accompanied the party to Winnipeg.

The highway was well marked with Jefferson Highway markings from St. Joseph to Winnipeg. On the afternoon of July 21 the caravan rolled into Winnipeg and were officially received by the city of Winnipeg, the province of Manitoba, and the entire party were taken by special train 150 miles west to attend the Provincial Fair at the city of Brandon. A dinner was given the party by Sir James Aiken, lieutenant governor of the province of Manitoba, and the entire trip was characterized by expressions of international good will.

The Louisiana party were much interested in inspecting the headwaters of the Mississippi River at Itasca State Park, Minnesota, and an interesting photograph was taken of Governor Pleasant, Mayors Behrman and Ford and Highway Commissioner Duncan Buie spanning the Mississippi at its source.

The educational value of this trip was such that Highway Commissioner Duncan Buie, with the assistance and co-operation of Governor Pleasant and mayors Behrman and Ford and others, immediately adopted a good roads program in the state of Louisiana, draining swamps and clearing forests and building and grading the Jefferson Highway across the entire state of Louisiana, and the state of Louisiana was the first state along the Jefferson Highway to complete the hard surfacing of the Jefferson Highway for the entire distance across its borders.

In August, 1925, a sociability run was again conducted north to Winnipeg, headed by Hugh H. Shepard of Mason City, Iowa, president of the Jefferson Highway Association. The Jefferson Highway party was met at the international boundary by prominent citizens and officials from Winnipeg and Manitoba, were presented with the keys and freedom of the city of Winnipeg by Mayor Ralph H. Webb, mayor of Winnipeg, and were enter-

tained at a dinner at the Marlborough Hotel, in which Winnipeg pledged renewed loyalty to the Jefferson Highway Association.

On Saturday, January 23, 1926, a party of 115 Canadians left Winnipeg in the dead of winter in a forty-mile-an-hour blizzard, for an automobile tour over the Jefferson Highway to New Orleans and return. The trip was headed by Colonel Ralph H. Webb, mayor of Winnipeg, vice president of the Jefferson Highway Association, and was sponsored by the *Winnipeg Tribune*. Representatives of the city of Winnipeg, the province of Manitoba and of the Canadian government accompanied the party and numerous civic and commercial organizations sent representatives.

The party was successful in getting through Minnesota and Iowa without encountering snowstorms and conducted a scheduled trip along the entire trip from Winnipeg to New Orleans, arriving in New Orleans on Thursday evening, February 4. The adventurous party made history in conducting a trip of this kind in the dead of winter, and a number of the cars in the party were enabled to make the entire trip without the use of chains. Communities along the way turned out enmasse to welcome the Canadians and the friends from northern portions of the Jefferson Highway who accompanied them on this trip.

At a dinner given the Pine to Palm tourists, Colonel Webb expressed the sentiment that the people of Winnipeg and the people of New Orleans have in common the feeling that the East and West of the continent have taken too much for themselves. The central part of this continent must and will be developed. A great artery will run from North to South, and through it will pulse the heartbeats of commerce of the two great countries, the United States and Canada. The birds and geese and ducks show the way that should be followed by the people along the Jefferson Highway. The people of New Orleans should come north to Winnipeg when the weather gets hot down South, and the people of Winnipeg should come south to New Orleans when it gets cold in Winnipeg.

The visit of the Pine to Palm party was repaid in the fall of 1926 by a Louisiana party headed by Mayor Arthur O'Keefe of New Orleans, the party driving through to Winnipeg over the Jefferson Highway and arriving on schedule time,

On The Pine to Palm tour an inspiring meeting was held at Longview, Texas, on February 2, 1926, at which one of the banquet speakers brought out the point that if there had been a number of north and south highways before the Civil War with easy means of communication and acquaintance and understanding between the various sections of the country, that there would have been no war between the states, but the differences would have been settled by friendly agreement.

The Spanish American War brought the northern soldiers under the command of General "Fighting Joe Wheeler" and in the World War our boys from North and South fought side by side in France and grew to love and understand each other. Colonel William J. Tucker, editor of the *Longview Daily News*, called attention to the fact that in the World War he was closely associated with Colonel Guy Brewer of Des Moines in the One Hundred and Sixty-eighth Infantry.

Let it be noted, on this beautiful May morning, long observed as Memorial Day, sacred to the memory of the brave soldiers who have passed to the great beyond, that with acquaintance comes understanding, and understanding is followed by an appreciation which ripens into friendship and love.

The closer association of communities and individuals both neighboring and distant, causes sectional lines to be obliterated and doubts and mistrust to be banished. In this work of promoting peace and good will, the building of good roads and the establishment of trunk lines and international highways has played an important part.

STEAM FERRY

We learn by the Captain of the St. Ange, that the steam ferry-boat, destined to ply across the Missouri River at California City, below the Platte, is on its way from St. Louis to its destined point, where emigrants may be crossed by the wholesale. Californians, come down below the Mouth of the Platte and try us. We already have a good flat boat in operation.

ANDREW J. STEWART.

—Platte City, April 17, 1850.—*The Frontier Guardian*, Kanessville (Council Bluffs), Iowa, June 12, 1850. (In the Newspaper Division of the Historical, Memorial and Art Department of Iowa.)

IOWA PUBLIC ARCHIVES

BY C. C. STILES

Superintendent of Public Archives

Continued from July number

DEPARTMENT OF AGRICULTURE

The Legislative Assembly of the Territory of Iowa in 1842 passed an act which established the Territorial Agricultural Society, provided for its organization, and defined its powers and duties but there seems to be no evidence that it was ever organized.

The State Agricultural Society was organized at Fairfield on December 28, 1853, and was recognized by law on January 22, 1855. Its objects were to be the promotion of agriculture, horticulture, manufactures and household and mechanic arts. The officers and directors were to be elected at the annual meeting of the officers and directors together with presidents of county agricultural societies. The first secretary was J. M. Shaffer of Fairfield.

The Fortieth General Assembly in 1923 established the Department of Agriculture and provided that the secretary be elected at the general elections when other state officers were elected. This law provided for the transfer of all the duties of the State Agricultural Society, except those pertaining to the State Fair and Exposition, the duties of the latter being left with the State Fair Board. This law also provided for the transfer of the following departments to the Department of Agriculture: Weather and Crop Service, Dairy and Food Department, Department of Animal Health, State Veterinarian Department, State Horticultural Society, Iowa Corn and Small Grain Growers' Association, Beef and Cattle Growers' Association, Iowa Dairy Association, State Poultry Associations receiving aid from the state, and Petroleum Oil Inspection Service.

The following classification is limited to the State Agricultural Society as it existed prior to the year 1910.

The records are practically complete, beginning with the call for the convention to organize the society in 1853,

STATE AGRICULTURAL SOCIETY—CLASSIFICATION
MAIN DIVISIONS

- SERIES I. AFFIDAVITS AND STATEMENTS
- SERIES II. BIDS, CONTRACTS AND PROPOSALS
- SERIES III. CERTIFICATES
- SERIES IV. CLAIMS
- SERIES V. CORRESPONDENCE
- SERIES VI. REPORTS
- SERIES VII. VOUCHERS
- SERIES VIII. MISCELLANEOUS

SERIES I. AFFIDAVITS AND STATEMENTS

DOCUMENTS

- Butter and Cheese
- Garden Seeds, Grains, etc.
- Registered Stock
- Sorghum
- Miscellaneous

SERIES II. BIDS, CONTRACTS AND PROPOSALS

DOCUMENTS

- Fair Attractions
- Painting
- Printing
- Rates
- Superintendent of Fair Grounds
- Miscellaneous

SERIES III. CERTIFICATES

DOCUMENTS

- Stock Registration

SERIES IV. CLAIMS

BOUND RECORDS

- Claim Registers

DOCUMENTS

- Claims, 1893-

SERIES V. CORRESPONDENCE

BOUND RECORDS

- Letter Books
- Index to Correspondence
- County and District Agricultural Societies
- Crop Conditions

DOCUMENTS

- Farmers Institutes
- Registration

State Fair

- Advertising and Printing
- Attractions and Privileges
- Entries and Premiums
- Passes
- Miscellaneous

SERIES VI. REPORTS

BOUND RECORDS

Superintendents

- Cattle, 1884-
- Fine Arts, 1884-
- Fruits and Flowers, 1884-
- Grain, Seeds and Vegetables, 1884-
- Machinery, 1901-
- Sheep and Poultry, 1884-
- Speed, 1889-

DOCUMENTS

Committee

- Credentials
- Enumerating Tickets
- Finance
- Mileage and per diem
- Premium awards

County Auditors

- Crop and Farm Statistics
- Owners of Stallions

Crop conditions

District and County Agricultural Societies

Officers

Secretary, 1885-

Superintendents

- Fair Grounds, 1896-
- Fine Arts, 1884-
- Horses, 1884-
- Privileges, 1884-
- Sheep and Poultry
- Speed, 1896-
- Swine, 1884-

Treasurer, 1888-

SERIES VII. VOUCHERS

BOUND RECORDS

Account Books

- Advertising
- Hay and Straw
- Secretary
- Treasurer

- Balance Books
- Day Books
- Journals
- Ledgers
- Registers
 - Entry, 1894-
 - Premium, 1878-
 - Race, 1882-
 - Tickets
 - Secretary, 1894-
 - Superintendents, 1891
 - Warrant Registers

DOCUMENTS

- Expense, 1883-
- Premiums, 1884-

SERIES VIII. MISCELLANEOUS

BOUND RECORDS

- County and District Agricultural Societies
- Farmers' Institutes
- Minutes of State Agricultural Society
- Receipts
- Weather and Crop Service
- Unclassified

DOCUMENTS

- Credentials (alphabetical by societies)
- Entries, Applications for
- Orders, Tickets and Miscellaneous
- Receipts
 - Secretary
 - Treasurer
 - Unsold Tickets
 - Miscellaneous
- Score Cards
- Unclassified
 - Articles of Incorporation, Co. and Dist. Societies
 - Balance Sheets
 - Description of lands, bought for Fair Grounds
 - Entry and Premium Tags
 - List of Machinery Exhibitors
 - Manuscript copy of Minutes
 - Maps, showing yield of Agricultural Products
 - Memoranda Sheets
 - Pedigrees of Stock
 - Petitions and Protests
 - Photographs
 - Recommendations for the Appointment of Judges

EXECUTIVE COUNCIL

The branch of the state government now known as the Executive Council was formerly entitled the Census Board. It was established in 1851 and discontinued in 1873. The membership consisted of the governor, secretary of state, auditor, and treasurer as members *ex officio*. In 1873 the titular head was changed by the Code of that date to Executive Council and the same membership and qualifications were provided for. The Code of 1897 provided for the election of a secretary by the Executive Council but they failed to elect one until Dec. 5, 1898, when they elected A. H. Davison, E. A. Shipley having served as "acting secretary" until that time. The Code of 1924, by the addition of secretary of agriculture as a member, increased the membership to five.

The secretary of state acted as secretary of the Census Board and Executive Council from 1851 to 1897, and practically all of the records of that period are to be found in that department.

The volume of business transacted by this branch of the government has increased very rapidly. This was caused by the natural growth of the state and from the further fact that the General Assembly at various times increased the powers and duties of the council. At the present time it requires an office force of from twelve to fifteen persons for the regular routine work.

Following is the classification of the material from this department:

OFFICE OF EXECUTIVE COUNCIL—CLASSIFICATION
MAJOR DIVISIONS

- | | |
|--------|---|
| SERIES | I. ASSESSMENTS |
| SERIES | II. BIDS, BONDS, CONTRACTS, SPECIFICATIONS,
ETC. |
| SERIES | III. CAPITOL GROUNDS EXTENSION |
| SERIES | IV. CENSUS |
| SERIES | V. CLAIMS AND VOUCHERS |
| SERIES | VI. CORRESPONDENCE |
| SERIES | VII. PAPER STOCK ACCOUNT, PRINTER AND
BINDER |
| SERIES | VIII. REPORTS |
| SERIES | IX. SUPPLIES AND STORES |
| SERIES | X. MISCELLANEOUS |

SERIES I. ASSESSMENTS

Assessment Record by Executive Council

Equipment Car Companies

Bound Records

Reports, 1905-1909, 1917-1918

Lists of Companies

Documents

Lists

Companies

Cars handled by the Railroads

Reports

Annual

Miscellaneous

Express Companies

Bound Records

Certificates of Assessments, 1900-1919

Reports, 1899-1900

Documents

Reports, Annual

Schedules showing Mileage and Assessments by Counties

Statements, by Companies

Miscellaneous

Affidavits

Memoranda

Proceedings of Executive Council

Electric Transmission Lines

Bound Records

Certificates of Assessments, 1915-1919

Reports, 1915-1918

Lands

Documents

Abstracts

Comparative Value Statements

Press Clippings regarding Assessments

Return of Sales and Assessed Values of land and lots

Statement Showing Earning Values

Miscellaneous

Affidavits as to certain Lands in Allamakee County

Arguments before Executive Council regarding Assessments of Jackson County, 1907

Assessments of Kossuth County

Certificates as to the number of acres of Land improved and unimproved in Allamakee County

Comparative Values of Real Estate values and assessments

Estimates of City Assessors as to Assessed Value compared to Cash Value of Town Lots

Estimates of Value of all Property subject to State
levy
Land Values in Northwestern Iowa
List of Real Estate of Sioux City Bridge Company
Maps used in Assessments

Light, Heat and Power Companies

Documents

Reports

Schedules, showing Mileage and Value

Railroad Companies

Bound Records

Certificates of Assessment, 1900-1901, 1905, 1910-1919

Lists of assessment and taxing Districts

Railroad lands, 1901

Reports, 1897-1905, 1907-1908, 1909-1916

Reports, Abstracts of, 1898-1900

Documents

Abstracts of Reports

Affidavits

Arguments, Protests and Requests

Certificates

Classifications, 1883-1916

Contracts and Agreements, 1886-1910

Plats, Showing Mileage and Lots

Reports

Gross Earnings, Annual

Gross Earnings, Monthly

Railroad Construction, by County Auditors

Revenue derived from rent of Cars and Tracks,
1895

Statements, 1885-1910

Statements, Comparative, 1888-1910

Miscellaneous

Assessments as made by the Executive Council
Council Proceedings

Evidence as to the Market Value of Railroads

Notices

Petitions

Property not listed for taxation

Unclassified

Sleeping Cars

Documents

Abstracts of Reports

Reports

Annual

Pullman Companies

Statements

Length and Value of Sleeping Car Line, by Counties

Railroads assessed on account of Sleeping Cars, with mileage showing: Number of cars, Trackage and Value of Cars

Miscellaneous

Memorandums of Assessment

Telegraph and Telephone Companies

Bound Records

Certificates of Assessments, 1900-1918

Reports, 1899-1919

Miscellaneous

Lists of Companies and Mileage

Documents

Abstracts of Reports

Arguments before the Executive Council

Lists

Assessors' Lists of the Lines

Companies Delinquent in Reporting

Notices to Make Reports

Reports

Annual, Assessment by the Executive Council

Exchanges, Switching for other lines

Exchanges, Valuation of

Record of Reports

Statements

Certified

Comparative

Miscellaneous

Miscellaneous

Documents

Certificates

Estimates

Proceedings of Executive Council

Unclassified

SERIES II. BIDS, BONDS, CONTRACTS, SPECIFICATIONS,
ETC.

Building and Repairing

Capitol Building

Capitol Grounds Extension

Historical Building

Power House

Storage Building

Paper

Printing, Lithographing and Engraving

Supplies and Stores

Miscellaneous

Fuel

Ice

Laundry

Sale and Purchase of Lands

Telephone

Unclassified

Agricultural College, with Financial Agents

American Holiness Ass'n Camp meeting on Governor's
Square

Boarding of U. S. Prisoners at Anamosa

Capital City Gas Light Company

Cornice and Picture Moulding

Convict Labor

Depot at Ames

Disinfectant

Fertilizer

Floor and Tiling

Freight and Cartage

Hamilton Museum Collection

Iowa State Band

Ozone Plant

Purchase of old Capitol Building

Repairing Soldiers' and Sailors' Monument

Repairing and Upholstering

Right of way of C. B. & Q. R. R. through the grounds
at Glenwood

Sale of old Material at Capitol

Scaffolding

Supplies for State Institutions

Yard Lighting

SERIES III. CAPITOL GROUNDS AND EXTENSION

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Check Stubs, July 31, 1915-Sept. 16, 1916

Expense Accounts, 1914-1915

Journals

Ledgers

Expense, Material and Labor

Receipts, 1914-1915

Memorandum Books

Order Books, for material

Receipts for Deposits with Treas., Feb. 9, 1914-Jul. 18, 1918

Time Books

DOCUMENTS

Account of Rentals, Capitol Grounds Extension

Lists

Employees, Houses, Rentals, Sales, Tenants, Tools, etc.

Receipts

Records of Disposal of Property

SERIES IV. CENSUS

BOUND RECORDS

Card record with Counties

Memorandum of the Tabulation of Census, 1915

Time Book, Census of 1915

DOCUMENTS

Instructions to Assessors

Lists of Applicants and Employees, Census of 1915

Lists of Enumerators for 1915

Schedules

Crop Statistics

Eggs, Dairy Products, Wool, other Products

Farm Grains

Fruits and Berries

Hay, Alfalfa, Silage and Forage Crops

Seeds, Potatoes, etc.

Vegetables

Farm Statistics

Acres owned

Acres Leased for Cash

Acres Leased for Share of Crop

Number of Farms

Value of Improvements

Value of Farm Machinery

Value of Lands

Live Stock Statistics

Number and Value of Cattle

Number and Value of Horses and Sheep

Number and Value of Swine, Fowls, Goats, etc.

Registered Animals—Adair—Wright

Population Statistics

Age Classification of Civil War Veterans living in
Iowa

Alms House Statistics, reported by Stewards of
Poor Farms

List of Civil War Veterans living in each County

Lists of Inmates of State Institutions from Coun-
ties and not enumerated by the Assessors

Place of Birth

Population Schedules, alphabetical by sex and counties
 Population Certificates, by Executive Council
 Registers, Adair—Wright
 State of Birth
 Statistical Reports from County Asylums and Poor Farms
 Proceedings in matter of Census of the City of Atlantic
 Record of Cards shipped to the County Auditors
 Returns of County Auditors of the Assessors and Chairmen of the Board of Trustees of the Twps.
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SERIES V. CLAIMS AND VOUCHERS

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Claim Record, 1893-1898
 Index to Claim Register
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 Arrest and Return of Fugitives from Justice, 1882-1914
 Agricultural Department, 1909-1916
 Appropriations, 1909-1916
 Arbitration Board, 1909-1916
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 Insurance, 1909-1914
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 Charitable Institutions
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 Florence Crittenden Home
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 Commissions, Commissioners, etc.
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- Control, Board of, 1909-1914
- Custodian
- District, Circuit and Probate Judges, 1909-1914
- Dental Examiners, Board of, 1909-1914
- Education, Board of
 - Salaries, 1909-1914
 - Miscellaneous, 1909-1914
- Educational Examiners, Board of, 1909-1914
- Executive Council
 - Accountant, 1909-1916
 - Archives, 1909-1914
 - Census, 1895
 - Contingent, 1910-1914
 - General Expense, 1911-1915
 - Investigations, 1913-1914
 - Meandered Lakes, 1910-1914
- Fish and Game Department, 1909-1916
- Food and Dairy, 1900-1916
- Geological Survey
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 - Miscellaneous, 1909-1916
- Governor, 1909-1914
- Health, Board of
 - Antitoxin, 1911-1913
 - Bacteriological Laboratory, 1909-1914
 - General, 1909-1916
 - Hotel Inspection, 1912-1914
 - Medical Examiners, 1909-1914
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 - Sanitary Engineer, 1913-1914
 - Vital Statistics, 1909-1914
- Historical Department
 - Salaries, 1909-1916
 - Miscellaneous, 1909-1916
- Historical Building, 1909-1911
- Historical Society, 1912
- Horticultural Society, 1912-1914
- Inspector of Bees, 1912-1914
- Iowa Industrial Commission, 1914
- Iowa Beef Producers' Assn., 1912-1916
- Iowa Dairy Association, 1909-1915
- Iowa State College of Agr'l, 1909
 - Entomology, 1909-1916
- Iowa State Library
 - General, 1907-1916
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State Fire Marshal, 1911-1914
State Mine Inspectors, 1909-1916
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 Animal Health, 1911-1916
 Hog Cholera Serum, 1909-1910
 Examining Board, 1909-1911
 Foot and Mouth Disease, 1915
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Supt. Public Instruction, 1909-1914
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Treasurer of State, 1909-1916
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SERIES VI. CORRESPONDENCE

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 Express Companies

 Electric Transmission Lines

 Lands and Personal

 Light, Heat and Power Companies

- Railroad Companies
- Sleeping Cars
- Telegraph and Telephone Companies
- Miscellaneous
- Bids, Bonds, Contracts, Specifications, etc.
- Capitol Grounds Extension
- Census
- Charitable Institutions
 - Benedict Home, 1886-1897
 - Rescue Home Society, Dubuque, 1902
 - Womens' and Babies' Home, Sioux City, 1902
- Cherokee Hospital for Insane, 1894
- Cities and Towns
- Claims
- Commissions, Commissioners, etc.
 - Capitol Commission, 1902
 - Code, 1892-1904
 - Soldiers and Sailors Monument Com., 1893-1901
- Corporations
- County Officers, 1891-1906
- Elections
- Expositions, etc.
 - Columbian Exposition, 1891-1895
 - Farmers' National Congress, 1897
 - Louisiana Purchase Exposition, 1903-1909
 - Semicentennial at Burlington, 1896
 - Trans-Mississippi Exposition, 1897-1901
 - Worlds Industrial Cotton Centennial, 1885
- Lands, Islands, and Lake Beds
- Legislative
- Printing, Publishing, Lithographing, and Engraving, 1880-1906
- Resignations
- State Institutions
 - College for the Blind, 1887-1901
 - Iowa State College of Agriculture, etc., 1885-1906
 - Iowa State Teachers College, 1901-1906
- Penitentiaries
 - Anamosa, 1887-1897
 - Fort Madison, 1886-1898
- School for the Deaf, 1883-1906
- State University, 1890-1906
- State Offices, Boards, Departments, etc.
 - Adjutant General, 1886-1906
 - Agricultural Department, 1894-1906
 - Attorney General, 1889-1907
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 Treasurer of State, 1889-1905
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 Inquiries
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 Thanks
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SERIES VII. PAPER STOCK ACCOUNT, PRINTER AND BINDER

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Journals, Stock used by State Officers, 1900-1918
 Ledgers, 1901-1913
 Orders for Printing, 1899-1900
 Receipts for Stock, Printer and Binder, 1885-1919
 Stock Accounts, 1899-1900
 Stock Accounts, Paper and Printing for State Institutions, 1898

Stock Accounts, Paper used by State Printer, 1901-1920

Storage Accounts, 1914-1916

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Invoices

Book Paper Accounts

Book Paper, Envelopes, etc.

Orders to furnish Paper to State Printer

Settlement of Book Paper Account with F. R. Conaway, State Printer

Statement of Stock issued to State Printer

SERIES VIII. REPORTS

DOCUMENTS

Commissions, Commissioners, etc.

Capitol Commission

Capitol Grounds Extension Representative

Louisiana Purchase Exposition

State Institutions

Iowa State College Agriculture, etc.

Penitentiary at Fort Madison

State Officers, Boards, etc.

Agricultural Department

Auditor of State, Condition of Treasury

Custodian of Public Buildings

Executive Council, by Secretary

State Oil Inspection

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State Veterinary Board

Miscellaneous

Accountants

Cards, showing increase in Value of Swamp and overflowed
Lands when properly drained

Examination of Report of Secretary of Ex. Council, by
Com.

Flint and Bloomfield Coal Co's Mines, by Surveyor

Free Transportation, by Railroads

Historical Bld's, Construction of, by Supt., 1900-1905

Inspection of Elevators, by Baker

Investigation of Efficiency Experts, by Quail and Parker

Iowa State Agricultural Society, Finance Com.

Iowa State Agricultural Society, Retrenchment and Re-
form Com.

Lunch Room repairs, in Capitol Bld'g, by Engineer

Origin of Fire in Capitol Bldg. in 1904, by Com.

Ozone Plant in State House, by State Chemist

Petition for examination of B. & L. Co's, with Report of
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Public Library of Des Moines, Petition for Remission of
 claim by State, Report by Amos Brandt
 Sale of Supreme Court Furniture, by Com.
 State Binder, Examination of by Atty. General
 Supt. and Editor of State Printing, by Supt.
 System of Blanks to be used by the Sec. of Ex. Council
 and State Printer, by Com.

SERIES IX. SUPPLIES AND STORES

BOUND RECORDS

Day Book, 1889-1896
 Invoice Books, 1899-1914
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 Journals, 1885-1888, 1898-1912
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 Orders for Supplies, 1886-1890
 Statements of Supplies drawn by State Officers, 1899-1909
 Statements of Supplies drawn by Legislature, 1884-1919
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 Supplies on hand and received, 1887-1897

DOCUMENTS

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 Supplies
 Lists
 Supplies, Articles needed, Awards, Bids, etc.
 Report of Supplies in Capitol Bld'g, by Com.
 Requisitions by State Officers, Boards, etc., 1886-1919
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SERIES X. MICELLANEOUS

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 Estimates on Grading, 1890
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 Bill Record, 1885-1896
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 Minutes of Executive Council, 1889-1907
 Miscellaneous Collection of Maps
 Record of Bills introduced in Senate, 21st G. A.
 Record of Bonds filed by State Officers, etc., 1899
 Record of Loans of Cuts, 1914-1917
 Record of Supplies for State Institutions, 1901-1904
 Requisitions for Postage, 1893-1911

DOCUMENTS

- Blue Prints, Maps and Plans
- Certificates
 - Architects, Estimates on Contracts
 - Auditor of State, Average Rate of Taxes levied
 - Railroad Commissioners, Current Expense
 - Secretary of State, Printing and Binding
 - Unclassified
- Copy for Printer of the Expense Book, 1900-1914
- Deeds, Mortgages, Leases and Notes
- Elections
 - Proceedings of Primary Election in Story Co., 1908
- Index Cards of Employment Bureau
- Inventories
 - Oil Inspection Supplies
 - Postage
 - Miscellaneous
- Lands, Swamp and Lake Beds, in Winnebago County
- Lists, Miscellaneous
- Mileage Books, Credentials, etc.
- Notices
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 - Publications
 - Class of Cities
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 - Proposals
 - Tax Levies by Executive Council
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 - Agricultural Rooms in Capitol, in regard to
 - Fort Madison Water Works Co., Regarding State Property
 - Grant of Right of Way over lands owned by State to the Fort Dodge, Des Moines and Southern R. R.
 - Jones, Penna, Claims for injuries
 - Refund of amount paid for River Bed
 - Sidewalk tax on Blk. 27, Stewart's Add., Des Moines, Iowa
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 - Taxes on Iowa Central Railroad
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 - Mississippi Farms Co., regarding application of the law
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Samples of Printing

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Lovell Refund Case

Order and Permit to construct Sidewalk

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for the Historical Bld'g

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Transcript of Judgment, State vs Craig

Veto by Larrabee of Telephone Bill

SERIES 2

Claim in probate, Corrigan Case

Final Receipts and Release from compensation

Mechanic's Lien, Claim against McNutt

Papers in Investigation of Claim for injuries by Mrs. Tucker

Papers regarding Inspection of Sewer on Dean Ave.

Statement regarding purchase of Lot 1 in Governor's Square

 FIRST BICYCLE WEST OF MISSISSIPPI

Velocipedes: We learn that our fellow townsman, B. F. Allen and C. P. Luse, have each ordered a velocipede for their own use. All right! Des Moines being the fastest city in the state, ought to have the first bicycle; and we did have a little ambition of our own to live in history as being the first chap who brought a bicycle west of the Mississippi, but we haven't got it now as bad as we had. Anyhow we don't envy you fellows the bumps and tumbles and laughs you'll get.—*Daily State Register*, Des Moines, Iowa, Jan. 20, 1869. (Thought to have been written by Ret Clarkson.—*Ed.*) (In the Newspaper Division of the Historical, Memorial and Art Department,

ANNALS OF IOWA

EDITORIAL DEPARTMENT

ANNIE N. SAVERY¹

Annie Nowlan Savery was born in London, England, in 1835, and died in New York City, April 12, 1891. She was married to James C. Savery in New York City in January, 1853. They at once removed to Des Moines, Iowa, and started a hotel in a log house on the southeast corner of Third and Walnut streets. Mrs. Savery largely took the management of the hotel as Mr. Savery soon became engrossed in lines of business leading to the development of the city. In 1856 he built the Savery Hotel on the corner of Fourth and Walnut streets, which went under that name until he sold it in 1878, when it was renamed the Kirkwood. In 1887 and 1888 Mr. Savery was largely instrumental in the building of the Savery Hotel on Fourth and Locust streets, later removed and replaced by the present Savery III. In 1883 because of business interests they removed to New York City.

During the thirty years they lived in Des Moines Mrs. Savery exercised a fine influence on the society of the city and state. She is said to have been one of the most remarkable women of the state. Her education was largely obtained by reading and study after her marriage. It is said that her intellectual life may properly be divided into four parts—her investigation of religion, her study of history, her study of the law, and her literary pursuits.

While she belonged to no church, she obtained a very wide knowledge of religious history and of doctrinal beliefs and was a liberal contributor to religious institutions. She obtained a very extensive knowledge of the history of the leading nations of the world and was able to discuss with ease international difficulties and questions. In the development of her intellectual life she took up the study of the law, not with a purpose of practicing but to obtain an understanding of the origin of the rights of persons and property, especially the rights of married women. She was graduated from the Law Department of the State University of Iowa in 1875.² She became a woman suffragist and

¹Not being able to find definite biographical material relating to this noted Iowa woman, we have assembled the facts included in this sketch.

was accounted one of the leaders of that time in that. However, she was not as radical as many of the leaders and although she lectured for woman suffrage she finally abandoned it for the time being, thinking it at that time impractical and inexpedient. Her later reading and study was largely along the lines of general literature.

It is said that she and her husband were very devoted to each other and that she was very helpful to him in all his great business enterprises.³

JOHN L. MCCREERY AND HIS NOTED POEM

We are in receipt of a letter from Mrs. Albine Galpin Brown of Delhi, the old county seat of Delaware County, in which she encloses the manuscript of an article on John L. McCreery written by her daughter, Kathryn Galpin Brown, whose death occurred some two years ago. John L. McCreery was an honored citizen of Delhi in the late fifties and early sixties. Besides being superintendent of schools of Delaware County, he was also editor of the *Delaware County Journal*. He was also a poet of talent, and among his productions was the beautiful poem, the opening stanza being

There is no death! the stars go down
To rise upon some other shore,
And bright in heaven's jeweled crown
They shine forever more.

Its authorship was mistakenly attributed by many to the noted Lord Lytton. In 1893 when Charles Aldrich was editor of the *ANNALS* he wrote to Mr. McCreery, who then lived in Washington, D. C., and received from him a letter setting out in detail the circumstances of his writing the poem, and the confusion in the minds of the public for many years at least, of the authorship. The letter was published in *ANNALS*, Vol. I, No. 3, October, 1893.

Miss Brown made considerable research concerning Mr. McCreery for the preparation of the paper referred to above. Concerning his death and the marking of the location of his home in Delhi by the Delhi Woman's Club we are permitted to quote as follows:

²The first woman admitted to practice before the Supreme Court of Iowa was Mary B. Hickey of Newton (later Mrs. Mary Wilkinson of Pomona, California), who was admitted June 25, 1873. Mrs. Savery was admitted June 29, 1875, and on the same day Mrs. Mary Emily Haddock of Iowa City was also admitted.

³See *Des Moines Register*, April 15, 1891, p. 6; April 18, 1891, p. 6.

McCreery's death followed an operation September 8, 1906, and was laid to rest in Washington, D. C. Mrs. McCreery died early in 1911. One daughter, Mrs. Lulu Sperry of Pittsburg, Pennsylvania, survives them. The quaint old one-story house in which the McCreery family lived, while in Delhi, and the spot where the famous poem was written, stood unoccupied for many years. Thus the elements aided by vandal hands, had their way with it and it fell into ruin, almost completely disappearing during the last few years. In tardy recognition of a fellow-townsmen who had achieved something of note, the community became somewhat stirred at the demolition of the old landmark, but nothing was done until the Delhi Woman's Club took up the matter. After much discussion, the lot was bought by them in January, 1920. Funds from the club treasury, augmented by contributions from old residents and friends of the McCreery family, made the purchase possible. It became necessary for the club to incorporate in order to hold and administer property, so on May 29, 1922, the Delhi Woman's Club became a corporation to which the lot was deeded, and plans went forward for a simple memorial. The site is a corner near the western extremity of Delhi, where the road swings in a double turn to the west and north—the road Mr. McCreery traversed on the night the inspiration for the verses came to him.

On November 1, 1924, the huge granite boulder that had finally been chosen was brought to the spot and placed on the cement base which had been prepared for it in the corner of the old foundation wall of the house. The bronze tablet which completes the memorial measures eighteen by twenty-four inches and bears, besides Mr. McCreery's name and the date of his birth and death, the first stanza of the famous poem.

The sturdy simplicity and dignity of the native rock perfectly typify the life and character of the man it honors; and through the comparatively few stanzas by which he became known, he will live on; one of the immortals, who "before us passed the Door of Darkness through"; not dead, for as he declares with such buoyant confidence, "all the boundless Universe is Life:—there are no dead!"

After preparing the copy for the above we discovered there appeared in the *Des Moines Tribune Capital* of July 27, 1928, on page 8, in Priscilla Wayne's department, a copy of seven of the ten stanzas identical with those of the first edition of the poem, "There Is No Death," and "E. E. Lytton" is given as the author. What an example of the statement that an error put afloat can never be overtaken and entirely corrected! It is almost a humiliation that we do not claim what is due in credit and fame for our own Iowa people, but insist on giving the honor to others.

There is in the library of the Historical Department a copy of *Songs of Toil and Triumph*, by J. L. McCreery, which contains the poem as revised and republished by the author. In his letter to Mr. Aldrich, mentioned previously in this article, Mr. McCreery sets out at length his reasons for the revision.

The poem does not appear in any of the works of Lytton and the library authorities give the author of the poem as J. L. McCreery and say "sometimes wrongfully attributed to Bulwer Lytton."

FIELD NOTES OF IOWA LAND SURVEYS AND THE RADIO

As a repository of valuable facts upon the actual establishment of permanent settlement in Iowa, we find the original notes of the surveyors who marked out our township and section lines of incomparable interest. It is not disputing or underrating the testimony of early residents upon the facts of first things in a locality, to go to the notes of those who established the permanent landmarks of that locality and there read what was recorded in confirmation or controversion of reminiscence.

It has been useful, then, to this department to refer to these notes when it is desired to know the exact location of earliest habitations, travelways and like evidences of the use of the land for our civilization.

The passing of the years since the establishment of our section corners has put out of life the direct recollection of probably every person who as a deputy surveyor certified his notes, and while we have encountered many names well known to us not only as such deputies, but as chainmen, axmen, mound-makers and other assistants who were required on a surveyor's staff and were required to autograph with him his reports, we have not been able thus far to learn within five years of one person living whose autograph was attached to these valuable data.

So it is fair to assume that the field notes of our land surveys are reliable in so far as they carry references to the evidences of both Indian and white life, Indian and white travelways, and the occurrence of fuel, building materials, soil quality, drainage and water supply that, under instructions of the surveyor general, the deputy surveyors were required to note.

A few curious variations from standard terms are employed that inspire a student to learn their cause. A surveyor in Audubon County noted on one line running north ten miles from his starting point a road, a trail and an Indian trail. In the usage of surveyors of adjacent townships the words slough, slue, and swale occur, while draw and ravine are employed to locate an

identical though continuous water course of small account. The interchange of branch and run for like landmarks is frequent. So of road, trail, trace and their derivatives, wagon road, state road, Iowa City road, Mormon trace, bee trace, and Indian trace.

From the awakening of popular interest in early Iowa to which this department has contributed, and from the numerous calls for addresses on early Iowa themes, the Curator joined in "History Week," April 18-23, 1928, through the medium of the radio. The Bankers Life broadcasting station WHO, Des Moines, invited a continuation weekly of the series with the result that on each Monday from 4:30 to 5:00 P. M. statements have been made, explaining in turn each of the special phases of the work of our institution, with a characterization of the head of the respective divisions. Thereafter beginning on Monday, August 20, began half hours with the field notes of the section lines of each of our counties, beginning with Adair and continuing down the alphabet.

One can but be pleased with the appearance of interest in these dry themes. Letters and verbal expressions come in in scores bearing valuable suggestions, and not a few valuable objects such as photographs, maps and references to persons that strengthen and enlarge the collections of the department and so benefit the present and future student of early Iowa.

If one were concerned only with these field notes in reciting Iowa history by counties according to roll call, he could never weary from sameness that at first might seem to rule. Adair, on the Mississippi-Missouri divide, crossed by two pre-settlement travelways; Adams, adjacent, remote from both land and water access, hence late in survey and settlement; Allamakee, of earlier-than-survey settlement, incredible physical impediments to the surveyor, but of immeasurable interest to aboriginal and white man, is bordered on the north by the Iowa-Minnesota boundary, itself a fine problem; Appanoose, on the southern border with the Missouri state line to treat of in the surveys; Audubon, the first in the alphabet where our First Correction Line must be considered; each county has its special value.

And so on down there is revealed the interest to the broadcaster, and apparently to the listener, in these field notes now generally eighty years old, a variety resembling that in the Iowa records in the rocks, the plants, the institutions and the people.



EDWIN T. MEREDITH

From an oil painting from life by Karl Albert Buehr, 1926, in the collections of the Iowa Historical, Memorial and Art Department.

NOTABLE DEATHS

EDWIN THOMAS MEREDITH was born at Avoca, Iowa, December 23, 1876, and died in Des Moines June 17, 1928. Burial was in Glendale Masonic Cemetery. His parents were Thomas Oliver and Minnie Minerva (Marsh) Meredith. Much of his youth was spent on his father's farm in Cass County. He attended common school in that county and was a student in Highland Park College, Des Moines, in 1893-94. On leaving college he entered employment in the office of the *Farmers Tribune*, then being published in Des Moines by his grandfather, Thomas Meredith. From 1896 to 1902 he was publisher of the *Tribune*. In 1902 he established *Successful Farming*, an agricultural monthly paper that at once entered on a phenomenal career. In 1903 the *Dairy Farmer*, semi-monthly, and in 1922 *Better Homes and Gardens*, monthly, were added to the Meredith publications, the combined circulation of the three being some two million copies. Mr. Meredith was a director in the Iowa Trust and Savings Bank, a director in the Iowa National Bank, a director in the National Life Association, had been president of the Des Moines Chamber of Commerce, a director of the Chamber of Commerce of the United States, a director of the Federal Reserve Bank of Chicago, president of the Associated Advertising Clubs of the World, and had lent his abilities and energies to many other public enterprises. His political affiliation was with the Democratic party. In 1914 he was a candidate for the Democratic nomination for United States senator, but was defeated in the primary by Maurice Connolly. In 1916 he was his party's candidate for governor, but was defeated by W. L. Harding. In November, 1917, he was appointed by Secretary McAdoo a member of the Board of Excess Profits Advisers, and in October, 1919, was appointed by President Wilson a member of the Industrial Conference. In January, 1920, President Wilson appointed him to the Cabinet as secretary of agriculture, in which position he served to the end of the administration, March 4, 1921. In 1924, although he did not formally announce his candidacy for president, his friends in the Democratic National Convention supported him so that on the one hundred and first ballot he stood third choice with 130 votes, with John W. Davis 316 and Oscar W. Underwood 229. His influence in public and private life was on the side of prohibition of the liquor traffic. His contribution to the cause of improved agriculture was important. He was an inspiration to numberless, young and old, and lived a life of great usefulness.

GEORGE FREDERICK PARKER was born in Lafayette, Indiana, December 30, 1847, and died in New York City May 31, 1928. Burial was at Shelbyville, Indiana. His parents, Thomas W. and Eliza Ann (Kirk) Parker, removed with their family to a farm near Carlisle, Warren County, Iowa, in 1854. As a boy George F. worked on the farm in

summers, attended common school in winters, and supplement that by attending the State University of Iowa for two years—1868 to 1870. He then resumed work on his father's farm, but in 1873 founded the *Indianola Tribune*. In 1876 he purchased an interest in the *Iowa State Leader*, Des Moines, and edited it during the Hayes-Tilden campaign and contest. Soon thereafter he went to Europe for study and returned to the United States in 1880 becoming an editorial writer on the *Indianapolis Sentinel*. He followed that work by doing editorial writing on the *Washington Post*, the *Manchester Union* of New Hampshire, and the *Philadelphia Times*. He was assistant postmaster at Philadelphia from 1885 to 1887, going from there to become managing editor of the *New York Press*. In 1888 began his intimate association with Grover Cleveland. He edited the Democratic Campaign Textbook of that year and also took charge of the literary department of the Democratic National Committee. Continuing his editorial work, he was again associated with the National Committee in 1892. He was United States Consul at Birmingham, England, from 1893 to 1898, following that by service as commissioner in the United Kingdom for the World's Fair at St. Louis. Returning to the United States in 1904 he was secretary of the Equitable Life Assurance Society from 1905 to 1910. In 1909 he published his *Recollections of Grover Cleveland*, after which time he devoted himself principally to writing historical articles for the *Saturday Evening Post* and other publications. His mind was comprehensive and philosophical, his knowledge of history and of public affairs was equalled by few, and as a writer he had excellent command of language. He left to the Historical Department a very valuable collection of correspondence.

WILLIAM T. PROUDFOOT was born near Indianola, Iowa, May 2, 1860, and died in Des Moines June 8, 1928. Burial was at Indianola. His parents were Elias and Martha Ann (Barnett) Proudfoot. He passed through the grade and high schools of Indianola and then obtained work in the office of Foster & Liebbe, architects, of Des Moines. After a time he located at Pierre, South Dakota, and opened an office of his own as an architect, but went from there to the Massachusetts Institute of Technology at Cambridge. After his training there the firm of Proudfoot & Bird, architects, opened an office in Wichita, Kansas, later removing to Salt Lake City, then to Philadelphia, but finally to Des Moines in 1895. The firm later became Proudfoot, Bird & Rawson, and then Proudfoot, Rawson & Souers. Since locating in Des Moines the firm, of which he was the senior member, designed among others the following buildings: at State University of Iowa, Iowa City—Liberal Arts, Natural Science, Physics, Chemistry, Dental, Law, New Medical Group, University Hospital, Field House, Dormitories; at Iowa State College, Ames—Central Building, Engineering, Agricultural Hall, Gymnasium, Home Economics, Chemistry, Dairy, Physics, Dormitories, Li-

brary, Memorial Union; at Iowa State Teachers College, Cedar Falls—Dormitories, Gymnasium, Library; at Grinnell College, Grinnell—Dormitories, Library, Recitation Building; in Des Moines—Fort Des Moines Hotel, Chamberlain Hotel, First Methodist Church, Plymouth Congregational Church, Equitable Life Building, Liberty Building, Valley National Bank Building, Register and Tribune Building, Polk County Court House, Iowa Methodist Hospital, Broadlawns Tuberculosis Hospital; Hotel Ottumwa, Ottumwa; Hotel Hanford, Mason City; Sheldon-Munn, Ames; Jasper County Court House, Newton; Greene County Court House, Jefferson; Dallas County Court House, Adel; Pocahontas County Court House, Pocahontas. It has been said these buildings are his monuments. He was regarded as the leading architect of the state.

GEORGE S. ALLYN was born in Clinton, Illinois, March 9, 1847, and died in Mount Ayr, Iowa, July 17, 1928. His parents were Henry and Emily E. (Forman) Allyn. George spent his boyhood in various towns to which his father, a Methodist minister, was called to preach, and during that time obtained a fair education in public schools. When eighteen years old he began teaching school in winters and working on farms in summers, and the next year, 1866, removed to Ringgold County, Iowa, continuing the same work. In 1872 he was elected clerk of the District Court, and was twice re-elected, serving six years. He served two years as postmaster at Mount Ayr during the Hayes administration, but resigned and engaged in the real estate, abstract and loan business with C. B. Morris. In 1880 they organized the Mount Ayr Bank, and Mr. Allyn was either cashier or president of that institution until 1915. He served as a member of the Mount Ayr City Council, and as a member of the local school board. In 1895 he was elected senator, and was re-elected in 1899, serving in the Twenty-sixth, Twenty-sixth Extra, Twenty-seventh, Twenty-eighth, and Twenty-ninth general assemblies. In 1904 he was elected by the General Assembly a member of the Board of Trustees of the Iowa State College of Agriculture and Mechanic Arts and served until the duties of the trustees were taken over by the State Board of Education in 1909. In 1918 he was elected representative, and was re-elected in 1920, serving in the Thirty-eighth and Thirty-ninth general assemblies. He was a prominent lay member of the Methodist Episcopal church, was useful to his community in numberless ways, and filled his positions of honor and trust with fidelity.

GEORGE D. THOMPSON was born in Bureau County, Illinois, June 12, 1867, and died in Webster City, Iowa, February 25, 1928. His parents, Hiram E. and Mary L. (Studley) Thompson, removed with their family from Illinois to a farm in Hamilton County Iowa, in 1873. The son attended country school, Webster City High School, and Iowa State

Teachers College at Cedar Falls, from which institution he was graduated in 1890. He then adopted teaching as a profession, and for six years was principal of the schools at Rippey, Greene County. While teaching he read law and was admitted to the practice in 1898. However, for two years he followed banking, being president of the Lehigh Valley Bank at Lehigh. In 1900 he removed to Webster City and with J. H. Richard formed the law firm of Richard & Thompson. Two years later Mr. Richard went on the bench after which Mr. Thompson practiced alone. When the Thirty-seventh General Assembly in 1917 provided for an additional judge in the Eleventh Judicial District, Governor Harding appointed Mr. Thompson. He was regularly elected thereafter as his terms expired, and was serving at the time of his death.

EDWARD M. CASSADY was born at Painesville, Lake County, Ohio, September 25, 1848, and died at Whiting, Iowa, February 1, 1928. He attended common school during his youth and in February, 1864, enlisted in Company A, Tenth United States Infantry, at Cleveland and served in the Army of the Potomac until the close of the war when he was transferred to Minnesota in the Indian country where he served the remainder of his three years' enlistment. He removed to Fremont County, Iowa, the fall of 1867, and to Monona County the spring of 1868, where he became a farm hand, but soon bought some wild land and began breaking and farming it. He farmed until 1880 when he removed to Whiting and formed a partnership with Will C. Whiting where they became dealers in general merchandise, lumber, implements, and grain. Mr. Cassady assisted in founding the Whiting Bank of which he became president. At the same time he continued to conduct very extensive farming operations, the breeding of Hereford cattle, and cattle feeding. He held several township offices and in 1906 was elected representative, and was re-elected in 1908, serving in the Thirty-second and Thirty-third general assemblies. He was father of Raymond W. Cassady, Iowa's first secretary of agriculture, who died in 1924.

RALPH OTTO was born in Iowa City, Iowa, July 18, 1876, and died in Iowa City, February 24, 1928. His parents were Max and Katherine (McInnery) Otto. His early education was obtained in the public schools of Iowa City. In 1898 he obtained his A. B. degree from the Liberal Arts Department of the State University of Iowa, and in 1900 his LL. B. degree from the Law Department. He then entered the practice in Iowa City, but relinquished it in 1902 and acted as court reporter for District Judge Byington from 1902 to 1906, returning to practice at the end of that time. In 1909 he was elected mayor of Iowa City, serving two years. In 1910 he became an instructor, and in 1911 a professor in the Law Department of the University, continuing in that capacity until 1918 when, on the resignation of Judge R. P. Howell in May, 1918, he was appointed by Governor Harding a judge of the

Eighth Judicial District. He was elected to that position in 1918, 1922, and 1926, and was serving at the time of his death. He affiliated with the Democratic party.

G. NORMAN CLARK was born on a farm in Grundy County, Iowa, January 1, 1875, and died at a hospital in Fort Madison January 26, 1928. Burial was at Mason City. In 1883 his parents removed with their family to Parkersburg and there the son was educated in public school. After completing the course he entered a drug store as a clerk. In time he purchased the store and conducted it and remained in the retail drug business, as clerk and later as proprietor, for eighteen years, or until 1910 when he removed to Mason City. There he engaged in real estate business and the operation of farm lands until in 1928 when he was appointed as the Democratic member of the Board of Control of State Institutions to succeed John B. Butler, and assumed his duties July 1 of that year. In the division of work there was assigned to him supervision of the Soldiers' Orphans' Home at Davenport, the Juvenile Home at Toledo, the hospitals for the insane at Mount Pleasant and Independence, and the State Penitentiary at Fort Madison. In his short service on this board he demonstrated high capability for the important duties of the position.

WILLETT M. HAYS was born on a farm near Eldora, Iowa, October 19, 1860, and died at Cherokee January 15, 1928. Burial was at Eldora. His parents were Silas and Christina Hays. He attended common school, Oskaloosa College, Drake University, and Iowa Agricultural College, Ames, being graduated from the latter in 1886. After graduating he acted as an instructor at Ames, then acted as an assistant editor of the *Orange Judd Farmer*, Chicago, after which he became a professor in the Minnesota Agricultural College at Saint Paul where he made a remarkable reputation in breeding of grains, as well as in other lines. In 1903 he was appointed United States assistant secretary of agriculture by Secretary James Wilson and served eight years. He also served one year at Buenos Aires and Tucuman, Argentine, as adviser to the agricultural department of that country. He achieved distinction in the field of scientific agriculture, and lost his health in his meritorious service.

RUFUS L. CHASE was born in Albany, New York, March 6, 1847, and died in Des Moines, Iowa, January 2, 1928. Burial was in Glendale Cemetery, Des Moines. He was educated in an academy in Fergussonville, New York. When seventeen years old he enlisted in the Third Regiment, New York Cavalry, and served to the end of the war. He studied dentistry at Franklin College, Franklin, New York, and in 1869 removed to Parkersburg, Iowa, where he practiced dentistry two years. He was elected auditor of Butler County, and was re-elected twice, serving from 1871 to 1877. He removed to Des Moines in 1880

and served as deputy auditor of state from 1881 to 1883. He organized the American Savings Bank in East Des Moines, was a member of East Des Moines School Board at one time, and was active in civic affairs. He was commander of Kinsman Post, G. A. R., in 1884, was department commander of the Department of Iowa, G. A. R., for the year 1920-21, and was active in securing and in entertaining the National Encampment at Des Moines in 1922, and again in 1926. He served as document librarian in the office of secretary of state from 1913 to 1924, and as clerk in the shipping department of the State Printing Board from 1925 to 1928.

JOHN PIPHER was born in Wittenberg, Germany, November 16, 1848, and died at Nampa, Idaho, February 4, 1926. He was brought by his widowed mother to America in 1853. Part of his boyhood was spent in Monroe, Iowa, removing to Des Moines in 1861. He was graduated from the Eclectic Medical College, Cincinnati, Ohio, in 1874, and began practice at Norwalk, Iowa. He afterward removed to Greenfield, and in 1876 to Marne. In 1879 he located at Griswold where he became postmaster and was proprietor of a drug store. In 1901 he was elected representative and served in the Twenty-ninth General Assembly. He removed to Nampa, Idaho, in 1905.

WILLIAM S. AYRES was born in Knoxville, Iowa, June 3, 1871, and died in Des Moines March 2, 1928. Burial was in Glendale Cemetery, Des Moines. His parents were Orlando B. Ayres and Anna (Stone) Ayers, a sister of Governor William M. Stone. He was graduated from the law school of Drake University in 1894 and became a member of the firm of Woodin, Nichols & Ayres. He became assistant county attorney of Polk County in 1910 and August 29, 1913, was appointed by Governor Clarke a judge of the Ninth Judicial District to succeed Charles S. Bradshaw. He was elected to that position in 1914, but resigned August 22, 1916, and re-entered practice as a member of the firm of Ayres, Strauss & Shaw. In March, 1918, he became assistant general counsel of the Bankers Life Insurance Company, and later in the same year was advanced to general counsel. In January, 1926, he was elected vice president and general counsel of the company.

EDWARD BOLAND was born near Belfast, Ireland, July 14, 1841, and died at Webster, Iowa, February 16, 1928. Burial was at Williamsburg. His parents were Edward Boland, Sr., and Ellen (Cargo) Boland. The parents removed with their family to Ontario, Canada, in 1856. The next several years the son spent partly in Canada and partly near Monmouth, Illinois. In 1868 he removed to Iowa County, Iowa, where he engaged in farming, in which business he was successful. He became a naturalized citizen in 1874, held several township offices, among them being assessor, trustee, and justice of the peace, and in 1903 he was

elected representative and served in the Thirtieth and Thirty-first general assemblies.

AUSTIN PARKER HAINES was born in Grinnell, Iowa, November 16, 1882, and died in Des Moines April 13, 1928. Burial was at Grinnell. He was a son of Robert Miller and Joanna Hannah (Harris) Haines. He attended the public schools of Grinnell, was graduated from Grinnell College in 1903, and the following year did postgraduate work in Harvard University. Soon thereafter he entered the office of the *Grinnell Herald* as a member of the firm of Ray, Cowden & Haines, later Ray & Haines, and Ray, Haines & Frisbie. About 1910 he left the *Herald* to do work for a Florida land company. In 1915 he began an editorial connection with the *Iowa Homestead* which lasted until 1921 when he became editor of the *Des Moines Daily News*. In 1924 he went to the *Minneapolis Star* as its editor. Three years later he was devoting himself principally to magazine writing. For the last year of his life he was publicity manager for the Iowa Farmers Union. He had a winning personality, a keen intellect, and a vivid and brilliant style of writing.

CHARLES B. WILSON was born near Morning Sun, Iowa, February 19, 1861, and died in his home on the same farm where he was born December 11, 1927. He was the son of Mr. and Mrs. James Wilson. His education was acquired in common school, and in the Morning Sun Academy, supplemented by a course in Elliott's Business College at Burlington. He successfully followed the vocation of farmer and stock breeder. He was assessor of his township for sixteen years, and was a member of the school board of his district for twenty years. He was elected representative in 1914 and was re-elected in 1916, serving in the Thirty-sixth and Thirty-seventh general assemblies. He was a prominent lay member of the United Presbyterian church, and a useful man in his community.

GEORGE W. EDGE was born in Saunders County, Nebraska, March 27, 1872, and died in Iowa Lutheran Hospital, Des Moines, Iowa, September 11, 1927. Burial was at Newton. His parents were Jonathan D. and Martha Jane Edge. His home was in Iowa after 1877, and in Jasper County after 1883. His education was acquired in rural schools and in Hazel Dell Academy, Newton. He served in the Iowa National Guard five years, being honorably discharged in 1895 with the rank of sergeant. Farming was his vocation. In 1922 he was elected representative, and was re-elected in 1924 and 1926, serving in the Fortieth, Fortieth Extra, Forty-first, and Forty-second general assemblies.

FRANCES MARIA (FIELD) PARROTT was born in Ypsilanti, Michigan, September 19, 1841, and died in Waterloo, Iowa, December 27, 1927. With her parents, she removed to Davenport, Iowa, in 1856. There on October 25, 1859, she was married to Matthias Parrott, a printer who then, as part owner of the *Anamosa Eureka*, was engaged in helping publish it. In 1862 Mr. and Mrs. Parrott removed to Morris, Illinois, but in 1869 they went to Waterloo where Mr. Parrott purchased the *Iowa State Reporter*, afterward the *Waterloo Daily Reporter*, became successful in business and prominent in public life—was state binder, mayor of Waterloo, state senator, lieutenant governor, and president of the National Editorial Association. Mrs. Parrott, besides her duties as devoted mother, was the helpful wife and companion of her husband in these activities. She was prominent in church, club, and literary circles of Waterloo for many years. She was a great traveler, having with her husband visited practically all parts of the United States and many other parts of the world. She was a gifted writer, having written for the papers for many years under the caption of "Aunt Lucy's Talks." Stories of her travels both written and spoken were in much demand. She was a member of the Waterloo Library Board for several years.

THOMAS PARSONS was born in Reigate, England, February 18, 1855, and died in a hospital in Fort Dodge, Iowa, April 1, 1928. Burial was in Reading Cemetery, near Farnhamville. When twelve years old he was brought by his parents in their removal to this country. Their home was made on a farm in Lee County, Illinois. Thomas attended common school, and later, Rock River Seminary, Dixon, Illinois. He removed to a farm in Calhoun County, Iowa, in 1878, and followed farming and stock raising. In 1898 he removed to Farnhamville. He held several township offices, was mayor of Farnhamville fourteen years, and was a member of the Calhoun County Board of Supervisors from January, 1906, to January, 1912. In 1918 he was elected representative and was re-elected in 1920 and 1922, and served in the Thirty-eighth, Thirty-ninth, Fortieth, and Fortieth Extra general assemblies.

ANDREW JACKSON SHINN was born in Pottawattamie County, Iowa, November 7, 1866, and died near Woodbine April 8, 1928. He was with his parents, George and Martha Buckner Shinn, when they removed to Harrison County in 1889. His education was received in rural schools of his neighborhood. Farming was his vocation. In 1901 he was elected sheriff and was re-elected in 1903, and served until January, 1907. In 1922 he was elected senator, and was re-elected in 1926, serving in the Fortieth, Fortieth Extra, Forty-first and Forty-second general assemblies. He was opposed to issuing bonds for the building of roads, contending against it with vigor. He had a reputation for honesty and courage.



Iron post erected by Captain Thomas J. Lee in 1849, marking the $43^{\circ}, 30'$ north latitude, from which the northern boundary line of the state of Iowa was extended from the Mississippi River. From a photograph furnished by Hon. J. H. Hager, Waukon, Iowa.